THE LITERARY DIGEST

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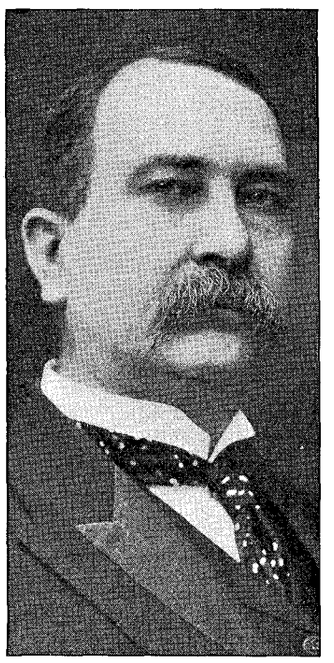
TOPICS OF THE DAY

THE 'FRISCO FAILURE

THE FIRST important railway bankruptcy of the year, the largest mishap of that kind, as *Bradstreet's* points out, "since the Wabash Railway was placed in the hands of receivers," at once brings up two questions: Why did it happen? and What does it mean? Officials of the bankrupt St. Louis and San Francisco are not taking the public very fully into their confidence. They speak of the increased costs of operation coupled with the inability to raise freight rates, of flood losses, of hampering governmental restrictions. But why, ask editorial critics, aware that other roads are weathering similar conditions, was this great system unable to find credit to enable it to meet a few comparatively small notes? The New York *Times Annalist* bluntly answers that tho the roads have "many serious problems," everybody knows "that the bankruptcy of the St. Louis and San Francisco is owing to the fact that it has for many years been notoriously the worst financed big railroad in this country."



BENJAMIN F. YOAKUM.

As chairman of the executive committee he managed the finances of the 'Frisco and its subsidiaries.

But this again sets the Springfield *Republican* to wondering whether the present stringency of credit, which is acknowledged to be a feature of the business situation, "may not uncover other weak spots in the finances of the American railroad systems." The Kansas City *Star* sees danger in the complicated finances of the roads,—"they have too many subsidiary corporations, and there is too much temporary financing." Yet *The Republican*, in common with most of those who have been watching and commenting on market conditions, finds it "encouraging that in the days following the 'Frisco affair, stock-market trading revealed no special danger-points in the list."

The daily and weekly papers which specialize in financial affairs do not seem for the most part to regard the 'Frisco failure as the cause of the subsequent slump in securities, nor do they think it a portent of coming disaster. In France, where a 'Frisco bond issue was successfully floated in April, the news of the receivership has incensed security-holders, and several journals have made the incident a text for caustic remarks about American business morals. In New York, one writer connected with *The Journal of Commerce* does see in the 'Frisco bankruptcy additional evidence "of the importance of two underlying factors in the market," which, in his opinion, are driving "the weaker class" of railroads to despair. First of these, he says, "is the scarcity of funds for investment; second, the inability of railroads to make sufficient money to adequately protect their credit unless they are permitted to charge profitable rates for the transportation of merchandise." That this great system, with 7,520 miles of road, extending from Kansas City, St. Louis, and Chicago, through Missouri, Arkansas, Oklahoma, Illinois, Kansas, Tennessee, Mississippi, Alabama, and Texas, should not be able to secure funds to meet maturing notes amounting to $2,250,000 "is remarkable," we read further in *The Journal of Commerce;* and "that its bankers should express surprize is even more remarkable, for they certainly must have been importuned to furnish this small sum."

"The entire trouble, however, appears to solve itself into the fact that the company was unable to obtain its necessary capital at all. It could not sell shares at any price because it could not pay dividends. Labor has been continuously adding to its burden, taxes have been increased, the cost of everything entering into the building, upkeep, repairing, and operating of its lines has expanded. But when it attempted to improve its revenues the Government arbitrarily stept in with 'thou shalt not.' . . . . .

"Whether the receivership for the St. Louis and San Francisco road will prove an object-lesson to the Government and be a blessing in disguise remains to be seen. At present the weaker class of our transportation lines are in despair. Their credit

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is gone, and bankers, where they are making loans at all, are taking full advantage of obvious necessities. A well-known financial authority, discussing this phase of the situation yesterday, declared that there must be a prompt turn about to the Government's attitude toward the railroads or, in his opinion, the country would see a series of railroad receiverships similar to that experienced in 1893. Some railroads can not get money at any price, one large system having, for instance, been refused accommodation on short-term notes at a rate, including the discount as well as interest, that was a startling revelation of its real condition. Unless the transportation lines are permitted to charge profitable rates they must go into bankruptcy. With New York Central selling below par and Pennsylvania down to 107, what chance, the authority in question asked, had weaker roads to put out new share capital or any securities at all that were not fixt obligations?"

BENJAMIN L. WINCHELL.

As president of the 'Frisco System he was its operating head. He will continue to run the road as receiver.

With this, Mr. H. S. Priest, attorney for the 'Frisco receivers, is in complete accord. While the price of everything else has gone up, the railroads, he says, "have not been allowed to advance the price of transportation." And he continues, in a statement printed in the New York *Sun:*

"All business is in a halting attitude because all business seems to be more or less the subject of legislative control. This discourages enterprise and progress.

"Business needs emancipation from legislative influence. It has been pursued until it is a nervous wreck.

"Railroads must be managed by their owners. They must be owned either by the Government or by private persons. If owned by the former its ownership gives it the right to deal with them as it may please. If owned by private capital it must be allowed to manage them as it may please, subject only to the obligation to give adequate service at a price which is reasonable for the service rendered, without regard to the profit which the owners may make in rendering such service."

The lesson, "so plain that nobody ought to be able to shut his eyes to it," is thus emphatically stated by *The Commercial and Financial Chronicle* (New York):

"Unless it decays, this country must grow, and it *will* grow. But its growth will be retarded and made unduly costly unless its transportation implements grow with it; they ought even to grow a little in advance of it, as in the past they have done. If new lines can neither be constructed nor owned until they are in profitable development, that is like saying that one must not start until he has finished; on such a doctrine there is a halt in national progress until we discover that we are halting ourselves. If railway operation is to be kept squeezed down to such close margins as leave no room to wait for returns from extension of facilities, or even to take care of such incidental physical mishaps as floods and the like, the country will be up against a dead wall of its own making."

More guardedly, and in some cases with careful sprinkling of "ifs" and "howevers," such journals as the Boston *Advertiser*, Birmingham *Age-Herald*, Philadelphia *Inquirer* and *Bulletin*, New York *Sun*, Syracuse *Journal*, Rochester *Post-Express*, and Chicago *Inter Ocean* and *Tribune* also speak of the 'Frisco's troubles as furnishing the railroads with an additional argument in their demand for higher rates.

Yet while they admit the existence of these harassing conditions, most editors are nevertheless inclined to ascribe the 'Frisco's fall, in the words of the Kansas City *Star*, "primarily to a bad system of financing, and secondarily to injudicious expansion." Mr. B. F. Yoakum, Chairman of the 'Frisco's executive committee and the dictator of its fiscal policies, is credited with faith in the great Southwest he was developing, but he is thought to have acted on this faith not wisely, but too widely. The 'Frisco, in *The Financial World's* opinion, "fell of its own dead weight," and *The Wall Street Journal* draws the lesson from its fall "that the control of a railroad can not go on indefinitely putting creditors between themselves and the property without eventually losing it." *Bradstreet's* takes the same view of the affair. It explains first that the 'Frisco has "a stock capital of $50,000,000 and an aggregate bonded debt of no less than $184,000,000, guaranties of controlled and leased line stock bringing the funded obligations up to over $222,000,000." Therefore:

"It will be seen that the outstanding bonds and notes of the system are disproportionately large as regards the share capital of the company, and to this fact its financial embarrassment seems to be largely due. In other words, the property was weighted down with fixt obligations until the strain upon its earning power and credit could be no longer supported. This fact has not been without recognition on the part of the financial community, as the comparatively low quotations for the road's general lien 5 per cent. bonds for some time past would indicate. The receivership was no doubt precipitated by the prevailing narrow state of the investment market and the consequent unwillingness of banking interests to make further advances to a railway corporation whose credit was none of the best. Still, it is to be considered that the incident is the result of conditions in reference to the company itself, which had for a number of years extended its system by leasing older properties like the Chicago and Eastern Illinois or by acquiring various new lines in the Southwest, financing this expansion through sales of junior bonds or short-term note issues to an excessive extent. . . . . .

"It is easy to conclude that a complete reorganization of the company's finances will be necessary, but the task presents no unusual difficulties. In fact, with a substantial curtailment of the fixt charges, which need not be permanent, the property could probably be readily restored to solvency."

This optimistic conclusion is also reached by Mr. Priest, who remarks that "those who are interested in the property and who hold its stock do not feel deprest by the present situation, but regard it rather as a new birth of a more vigorous and valuable property." Similar confidence is also exprest by St. Louis and Kansas City editors, who know the country which the 'Frisco serves. The Kansas City *Star* rejoices in the appointment of Mr. Winchell, former president and operating head of the system, to a receivership. And *The Railway Age Gazette* adds its tribute:

"If hard and able work by an excellent organization could have kept these properties solvent they would have remained solvent. No railway president in the country has worked harder than Mr. Winchell has since he went to the 'Frisco lines, somewhat over three years ago. . . . It can not be too emphatically said at this time when there might develop some misunderstanding as to the facts that the organization and personnel of the operating and traffic departments of the Chicago and Eastern Illinois and the 'Frisco have been exceptionally good, and that their officers have done all that men can do to prevent the result which has now come."

The Chicago and Eastern Illinois, the 'Frisco's chief subsidiary, has been put into a separate receivership, and Western papers believe the reorganization will bring about a separation of the two roads.

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MUTTERINGS OF A "SILENT PANIC"

THE TIGHTNESS of money, the gradual decline in stocks on the New York Stock Exchange for the last nine months, and the difficulty lately experienced in floating bond issues, indicate a condition in our finance which the New York *World* calls a "silent panic." The underlying cause, according to a New York *Sun* writer, is simply that "at present there is not enough money in the world to supply the wants of the borrowers." That is, "available supplies of capital are insufficient to provide for all the financing that borrowing governments, municipalities, States, colonies, and corporations have undertaken." Wall Street, explain several editors, suffers most because of foreign influences. For it is impossible, declares the New York *World*, to attribute the "silent panic" to home affairs:

"The crop outlook has rarely ever been better than now. Speculative excesses have been absent. Surplus bank reserves are unusually large. Business long since accepted the popular decree that illegitimate monopoly must cease, and is acting accordingly. The number of people who have so misread history or so misapplied knowledge as to believe that panics and hard times are inseparable from acts of tariff reduction is now comparatively small.

"Wall Street has had its silent panics before, and under the highest of tariffs. But it has never had one before so clearly resulting from foreign influences and so little due to home conditions."

And *The Sun*, in a leading editorial, after dismissing a number of popular explanations of the stories of hard times tells us that "What is going on in Wall Street is primarily the reflection of Europe's need for money."

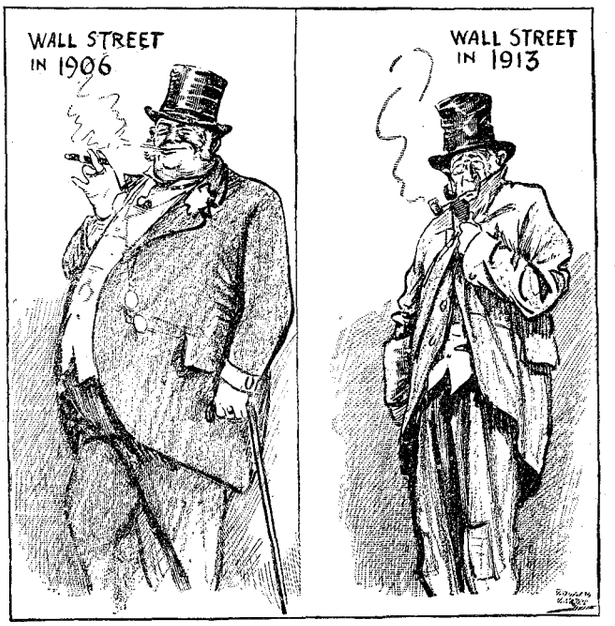
Similar conditions prevailing in London are explained by the editor of the London *Statist* as due to the fact that whereas investors in America, France, and Germany have of late years subscribed huge amounts for new enterprises, "since the war in the Balkans these countries appear to have lost their nerve."

"THE WORLD IS OVERLOADED AND OVERARMED."

—Cesare in the New York *Sun*.

That means that "borrowers have had to resort to the London market" to an almost unprecedented extent. But all the world, according to *The Economist*, "is overloaded and overarmed," and all the great financial centers are feeling the strain. Many recent loans have been undersubscribed and left largely on the hands of the underwriters. London banking underwriters, *The Sun* hears, "have agreed to discourage further bond issues until the present surplus is absorbed and the congestion in the investment market relieved." Wars and rumors of wars, with expensive military programs, have had their influence, but after all, thinks *The Sun*, the trouble is that the bond market is oversupplied:

"Under the tremendous outpouring of bonds of all varieties, interest rates have been driven down, and investment capital



THERE'S A REASON.

—Kirby in the New York *World*.

commands a higher price and is worth more the world over. . . . The reactionary tendencies of investment markets everywhere are traceable to this influence. All alike are feeling the effects of a world-wide credit strain, of the state of saturation in the market for capital. In time no doubt the situation will change, but in banking circles it is believed that the change can be brought about only by enforced economy, for at present there is not enough money in the world to supply the wants of borrowers."

Despite the "fundamentally good" conditions in this country, which our papers and leading capitalists continue to emphasize, those who are in the best position to know now believe, according to Vice-President Talbert, of the National City Bank of New York, "that we have entered into a period of dear money, the duration of which is indefinite." To the question, What should we do? Mr. Talbert answers: "First, that while critically scrutinizing credits, we should continue to lend freely to legitimate manufacturers, dealers, importers, and exporters" and "secondly, that new financing on a large scale wherever possible should be postponed, and all forms of enterprises involving fixt investments of capital should be discouraged, if not entirely denied."

These conditions existing, *The Financial World* would "not be a bit surprized if the year 1913 proved to be the season when our financial doctors and surgeons threw discretion to the winds and operated upon a number of financial cripples among the big corporations." It adds:

"Even tho considerable blood-letting may have to take place, in the end conditions will be better, for then the corporations which are top-heavy in capital and in bonded debt will have so pared off the superfluous flesh they are now carrying that they will be able to get along without experiencing periodical market chills. Then they will be on a basis where it is reasonable to expect they will be able to take care of their obligations in poor times as well as in good."

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LENDING HUERTA MONEY

THE IMPORTANCE of the dollar in running a government as well as a household is strikingly instanced in the case of Mexico, which, while languishing for official recognition by the United States, is able, "largely through the exertions of American financiers," to secure a loan of about

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PROPPING IT UP.

—Morgan in the Philadelphia *Inquirer*.

$100,000,000 that, according to the New York *Commercial*, "is regarded by Wall Street friends of Mexico as the final establishment of the power and stability of the Huerta Administration." The loan is made for administrative purposes and for the maintenance of the national railways of Mexico, which are controlled by the Mexican Government. For government needs $75,000,000 is allotted and for the railways bonds are issued in the sum of $26,730,000, which came "just in the nick of time," *The Commercial* says, to avert "the wholly unparalleled situation of a railway system owned by an important government being forced into receivership." For Mexico to be able to make such a loan is evidence to the Philadelphia *Record* that the bankers judge the Huerta Government "as likely to be permanent as any Mexican administration," for while their claims might be good "even if Huerta had to give way to some other patriot," nevertheless, on the principle that no man likes to buy into a lawsuit, they would not have put up the money "if they did not believe Huerta could maintain himself."

The importance of American bankers in the arrangements of the loan, the New York *Times* tells us, answers the reproach of indifference cast upon this country "by many Mexicans and American citizens interested in Mexican business," and the effect of the loan in Mexico is that—

> "General Huerta will now be able to finance military operations, and if his assertion is true that the armed opposition to the Provisional Government is neither general nor formidable, a semblance of peace should soon be restored."

Elections will be held not later than next autumn, *The Times* informs us, to fill the offices of President and Vice-President, and, having canvassed the field of probable candidates, it goes on to state that what is needed most of all now in Mexico is peace and a normal life for the country which the people "have not had for a day since the overthrow of Porfirio Diaz." Yet there is little hope for protracted peace under present conditions, *The Times* thinks, because the various revolutionists are as boastful and as dangerous as ever, and that is why "Huerta needs the services of a well-trained army" and "men of force and character are needed to fill the state offices."

Force of arms is Huerta's sole dependence, not the Monroe Doctrine or the national responsibility of the United States, says the Indianapolis *News* in comment on a plea for recognition written by the editor of the Mexican *Herald* and published in the Washington *Post;* while, in the language of the Chicago *Tribune*, "we might as well come to an agreement with a rattlesnake or sign a treaty with a copperhead." The Atlanta *Constitution*, however, wonders whether merely as a matter of expediency it would not be wise to recognize the Huerta Government and give it a trial, since it seems that in Mexico there is a choice of one of two evils—either Huerta's crowd or anarchy. The El Paso *Morning Times*, in a review of the last three years of strife, loss, and suffering, says that "so far as actual results are concerned, the Republic of Mexico is to-day in much worse shape than it was at the beginning of the Madero revolution."

DOUBTS ABOUT THE POSTAL SURPLUS

THE ONE THING evident in Postmaster-General Burleson's report denying the Hitchcock postal surplus and discrediting the efficiency of the Postal Department under the Taft régime, is, to the mind of the Boston *Advertiser* (Rep.), the fact that the post-office is still "in politics." So while it seems to the New York *Times* (Ind. Dem.) that "neither Mr. Hitchcock's defense of his surplus nor the denial of the existence of the surplus by his successor in the Department is convincing," Republican editors generally find the defense a complete answer to what Democrats consider a strong accusation. Mr. Hitchcock was "too much of a smart Aleck," is the New York *World's* comment on the report of Postmaster-General Burleson's Survey Committee, and it adds that

ALL SHE FOUND WAS A LEMON.

—Bowers in the Newark *News*.

"crippling the service to make a false show of efficiency and embarrass his successor . . . is a trick that does not win in the long run." And the Charleston *News and Courier* (Dem.), keeping in mind recent complaints of poor service, agrees with the Atlanta *Constitution* (Dem.) that

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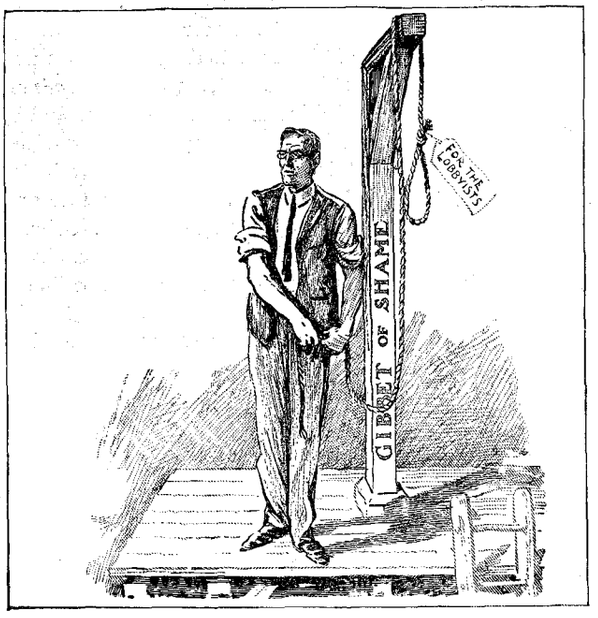

READY FOR BUSINESS.
—Kirby in the New York *World*.

HI! YOU CAN'T HANG AROUND HERE YOU ANNOY ME YOU ANGER ME YOURE NOT WANTED
PRESIDENT WILSON'S ROOM
UNCLE SAM TARIFF EXPERT
MANUFACTURING INTERESTS

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THE INSIDIOUS LOBBYIST.
—Morgan in the Philadelphia *Inquirer*.

THE PRESIDENT AND THE LOBBY.

"Obviously, present conditions are simply the inevitable legacy of Hitchcockism. The former Postmaster-General bent all his energies to build up a mythical surplus. He wanted to achieve a reputation for 'doing things' that would stand him in profitable stead when he returned to private life. The public service paid the penalty."

On the other hand, the attack on the Hitchcock régime seems "decidedly ungracious and pettifogging" to papers like the New York *Globe* (Ind.), *Tribune* (Rep.), and Pittsburg *Gazette-Times* (Rep.). Republicans in Congress also stand with the former Postmaster-General, and Senator Penrose, who has served on several committees concerned with postal affairs, declares that the transformation of a deficit into a surplus was "accomplished, not by curtailing the service, but by developing it along profitable lines."

As briefly set forth in a statement to the press the charges, made by the committee, consisting of the four assistant Postmasters-General and the chief clerk of the Department, are these:

"The Post-Office Department did not attain a condition of self-support during the administration of Postmaster-General Hitchcock, notwithstanding the widely advertised announcement to that effect, altho an apparent surplus was attained by unjustifiable methods of bookkeeping.

"The general morale and efficiency of the postal service were sacrificed to a ruthlessly enforced policy of false economy for the purpose of presenting a showing of self-maintenance; and, after the attainment of this end, just before the inauguration of the new Administration, the policy was reversed.

"Long-standing vacancies were filled and postponed promotions made.

"Commitments to fixt charges for long terms were assumed in such a way as to saddle the new Administration with the greatly increased expense during months, if not years, to come.

"The all-absorbing program of the last Administration was the placing of the Post-Office Department on a paying basis. Policies pursued in this plan were overworked and resulted in defective administration and just criticism on the part of the public. The postal service affects so vitally the interests of the entire population of the country that economy which means a curtailment of postal facilities operates as a check to the social and industrial progress of the country. The people are entitled to the best facilities administered in the most efficient manner. That the facilities furnished during the last four years were not the best is clearly established by the facts."

Among the specific allegations contained in the report are figures showing that in 1911, instead of a surplus of $219,000, there was really a deficit of more than $750,000.

"Mr. Hitchcock's surplus clearly was fictitious," concludes the independent Springfield *Republican*, for

"It is impossible to controvert the statement made by the Burleson board of survey concerning the Hitchcock 'surplus.' The board included one Republican official holding over from the former régime and another official who was secretary of the Taft Board of Economy and Efficiency. These two men doubtless testify honestly to what they know. Yet it is a pity that the only real hard effort made by any Postmaster-General in our time to put the Department on a self-supporting basis should have such an ending."

But the New York *Evening Post*, after admitting much unjustifiable economy and many instances of poor service, feels "bound to add" that the report is not a fair or judicial appraisement of the Hitchcock administration of the Post-Office Department:

"Whatever fault may attach to his excesses in the way of retrenchment, and even to any manipulation of which he may have been guilty in making that retrenchment seem greater than it was, the question remains whether he did or did not effect large and praiseworthy economies. The report does not expressly deny that he did; but it evidently seeks either to produce the impression that he did not, or at least to obscure the fact that he did, if such was the fact."

And the like, continues *The Evening Post*, is true of the charges of improper bookkeeping,—

"Adding up the discrepancies alleged for each of the four years, we get a total of $1,568,000, or an average of less than $400,000 a year. Is it fair to let an uncritical public, looking at the general tenor of the report rather than its circumstantial details, get the impression that the wiping out of a $17,000,000 deficit was largely a matter of bookkeeping, when only so insignificant a part of it can thus be accounted for?"

The same point, more emphatically worded, is insisted upon by ex-Postmaster-General Hitchcock in his sweeping denial of the accusations of his successor. He says in part:

"After reporting alleged discrepancies that are insignificant when compared with the great sums known to have been saved by their predecessors, this committee of novices proceeds in

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SHE STARTED SOMETHING.

—Westerman in the Columbus *Ohio State Journal.*

STRENUOUS

its published statement to enlighten the American people as to the character of the postal service they have been receiving.

"Their statement is as inaccurate as it is gratuitous, for the public well knows that never was the postal service conducted more efficiently or mail handled with greater precision and dispatch than in the closing years of the Taft Administration. . . . . .

"The question may very naturally present itself in the public mind as to why the present officers of the Department, instead of consuming all this time in an endeavor to discredit the good work of the men they succeeded, are not devoting themselves more attentively to the important branches of the service intrusted to their care, even if they are thus far unable in their inexperience to map out and execute a constructive postal program so as to broaden still further the usefulness of the post-office."

SHEARING PATENT PRIVILEGES

TEN TO FIFTEEN billions of capital are affected by the Supreme Court's decision of May 26 in the case of cut prices on patented articles, so Representative Oldfield, of Arkansas, is reported as saying in the New York *Sun*, which tells us also that in the opinion of officials of the Department of Justice the decision "eventually will affect every home in the country." Representative Oldfield is keenly interested because he heads the Patent Committee of the House, and in the past session framed a bill aimed to achieve the effect of the Supreme Court's decision, which he maintains is "the most important for the reduction of the cost of living that has been handed down in a generation." In view of the fact that the Supreme Court has decided the "cut-price case" along the line on which he has been arguing for years, Mr. Oldfield says he is not going to be slow about pushing his bill, but a writer in *The Sun* declares that the decision removes "the last pretext for changing the patent laws." This writer asserts also that the patent system can no longer be accused of lending artificial support to manufacturers or of "granting them special privileges denied to producers and dealers in unpatented foods," and observes that the practical question confronting manufacturers is whether the Sanatogen decision, which sanctions the cutting of prices and wide-open competition, is what the country wants, or whether it should be "nullified by legislation permitting fixt retail prices."

The Sanatogen case turns on the point of "the extent of control which the patentee may exercise over a patented article." A chemical company manufactures a nerve tonic, called Sanatogen, which is patented. It is issued to druggists with a notice that they must not sell it at less than $1 a package, *Bradstreet's* relates, or be guilty of an infringement of the patent and consequently "liable to injunction and damages." A Washington druggist repeatedly sold this commodity below the stipulated price, and the manufacturing company sought to secure an injunction in the Supreme Court of the District of Columbia. The petition was denied, and recourse was had to the Court of Appeals, which certified the case to the United States Supreme Court. At the same time, we read in the Washington *Post*, other companies, including the Gillette Company, the Victor Talking Machine Company, the Waltham Watch Company, and the Ingersoll Watch Company, were permitted to file briefs with the Supreme Court, "as they had cases pending in various courts throughout the country bearing on the rights of patentees

"NEXT!"

—Porter in the Boston *Journal.*

DAYS IN A

to restrict the resale price of their articles." These are the words of the Court's Sanatogen decision presenting the kernel of the question between patentee and retailer:

"The real question is whether in the exclusive right secured by statute to 'vend' a patented article there is included the right by notice to dictate the price at which subsequent sales of the article may be made. The patentee relies solely upon the notice quoted to control future prices in the resale by a purchaser of an article said to be of great utility and highly desirable for general use. The appellee and the jobbers from whom he purchased were neither the agents nor the licensees of the patentee. They had the title to, and the right to sell, the article purchased without accounting for the proceeds to the patentee and without making any further payment than had already been made in the purchase from the agent of the patentee. Upon such facts as are now presented we think the right to vend secured in the patent statute is not distinguishable from the right of vending given in the Copyright Act. In both instances it was the intention of Congress to secure an exclusive right to sell, and there is no grant of a privilege to keep up prices and prevent competition by notices restricting the price at which the article may be resold. The right to vend conferred by the Patent Law has been exercised, and the added restriction is beyond the protection and purpose of the act. This being so, the case is brought within that line of cases in which this court from the beginning has held that a patentee who has parted with a patented machine by passing title to a purchaser has placed the article beyond the limits of the monopoly secured by the Patent Act."

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The effect of this decision, the Indianapolis *News* thinks, "will be greatly to strengthen the Government in its effort to enforce the Antitrust Law," because under the protection of the patent laws men not only sell an article at a monopoly price, but require also that every one else shall do the same. On this point the Buffalo *News* remarks:

"There is no doubt that our own people, to say nothing of people in other countries, have been compelled to pay many millions a year for the use of patented articles, just because the patentee was able to follow the article down through the trade and deprive a dealer of the goods themselves unless a standard price was maintained under all conditions."

Another price abuse that the Court's decision will remedy is thus stated by the Philadelphia *Record:*

"The retail prices of some patented articles have been pushed up to ten times the prices ruling in other markets. American patent rights have been employed to prohibit the reimportation and sale of patented products, which the patentees had sold abroad for a tithe of the money extorted from domestic dealers and users."

The New York *World* is careful to point out that for the encouragement of invention, "patent monopoly within strict bounds still remains," and in the same spirit the Chicago *Record-Herald* speaks of the inventor's worthiness of reward, but adds that it was never the intention of the law-making power that monopoly conferred by patent "should form a link in an endless chain of secondary, tertiary, and collateral monopolies," recalling that the decision in—

"the so-called mimeograph case, which sustained the right of the owner of a patent to monopolize the sale of all sorts of unpatented articles merely because they are used in connection with the patented one, was sharply condemned by the Chief Justice of the Federal Supreme Court. He described it as 'alarming' in its implications. It meant, for example, that the inventor of a door-handle might monopolize the construction of sky-scrapers."

LASHT TO THE WAGON.

—Kirby in the New York *World.*

TEMPERATE

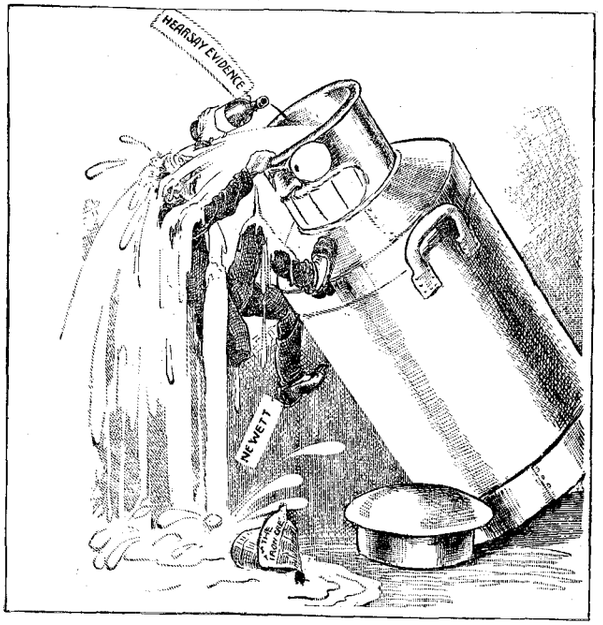
The so-called mimeograph case, the New York *Evening Post* notes, "was decided *in favor* of the unrestricted control of the patentee over the use of his product," while the Sanatogen case is "decided *against* the unrestricted control of the patentee over its price," which leads *The Post* to say it is evident "that these two decisions are contradictory in spirit," altho "there is no direct inconsistency between them as a matter of law." It cites Justice Day's statement in reconciling the two decisions in which he demonstrates that in the mimeograph case the control claimed, and sanctioned by the court, referred to the right to "use" the article of the patentee, while the claim in the Sanatogen case must rest solely on his right to "vend" it. *The Post* remarks that both decisions have been made by a divided court, four to three in the mimeograph case, and five to four in the Sanatogen case, and adds:

"The four who constituted the majority in last year's decision are the same four judges that formed the minority in this year's. Chief Justice White and Justices Hughes and Lamar dissented from the broad-construction view in the mimeograph case; and now, in the Sanatogen case, they are reinforced in the narrow-construction view by Justice Day, who was then absent, and Justice Pitney, who had not yet taken his seat on the bench, so that there was one vacancy."

The conclusion of *The Post* is that "it does not require a great deal of boldness to conjecture that if the mimeograph case had been decided by the full court as at present constituted, the decision would have been the reverse of what it was," and it proceeds to urge "earnest consideration" on Congress of the changes in the law of patents demanded by public interest. On this question the Charleston *News and Courier* is of the same mind, pleads for "radical and comprehensive revision" of the patent laws, and declares that "next to the protective tariff, the patent laws have done more than any other one thing to create monopolies and destroy healthy competition."

MR. ROOSEVELT'S VINDICATION

THE ROOSEVELT VICTORY at Marquette was one of the Colonel's finest tactical exploits, thinks the New York *Sun*—"now we shall hear no more of Mr. Roosevelt's drinking habits." The dramatic vindication brings him congratulations from practically every newspaper editor in the land, including bitter political enemies in all parties. Some there be, indeed, who regret that the Colonel thought it necessary to bring the suit, and who would have preferred to have him pass over Mr. Newett's charges in silence. The Philadelphia *Public Ledger* has in mind persons who look upon the trial as



THE MILKY WAY.

—Paul in the Jersey City *Journal.*

LIFE.

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simply a Rooseveltian "gallery play"—"an astute political maneuver to make him conspicuous again as a potential candidate for another presidential term." The Colonel's care to maintain his reputation before the people is looked upon elsewhere as "really a straw which shows what his plans are for 1916." Such ideas are likewise held by Socialist editors, who have exprest themselves in deeply sarcastic sentences. To newspaper paragraphers and other writers in lighter vein the testimony offered at this trial, "so full of human nature and serio-comic humor," has been a welcome fount of inspiration. More serious commentators find it most interesting "as a sign of the times—of the very great decline in drinking that has taken place the country over." To quote, for instance, a New York *Tribune* editorial:

"One does not have to go back to Daniel Webster to find an era when not only drink but drunkenness was considered a decent and respectable practise. . . . The damning, destroying effect of drinking to excess is now accepted as a commonplace. The drunkard is no longer a hero. He is an object of pity like every other weakling.

"Of course, hard drinking still exists and crops out now and then in one quarter or another. But, taking the country through, there can be no question that here, as in England, both teetotalism and temperance have made enormous gains. The present conspicuous case of Colonel Roosevelt, whose precise degree of temperance is not very far removed from the teetotalism of Mr. Bryan, is both a mark of progress and a shining example."

But the great fact in the Marquette episode, in the opinion of the Colonel's friends, is, in the words of the Washington *Times*, that "Theodore Roosevelt will not henceforth be accused of being a drunkard." And they point to this emphatic statement in Judge Flannigan's charge to the jury:

"The plaintiff proceeded before this court to show that the charge was false in fact. And by his own, and the testimony of a long list of witnesses of high character and unimpeachable credibility, he has satisfied the defendant, the jury also, I fully believe, certainly he has convinced the court, not only that he never was drunk, but that he is now and always has been a temperate and abstemious man."

By which, suggests the New York *Sun*, "Mr. Roosevelt's faith in the bench must have been strengthened." But perhaps even more satisfactory was the retraction read by Mr. Newett after the Roosevelt witnesses had all been examined and cross-examined. Its more significant sentences are here given:

"It is fair to the plaintiff to state that I have been unable to find in any section of the country any individual witness who is willing to state that he has personally seen Mr. Roosevelt drink to excess.

"I have been profoundly imprest during the progress of this trial by the nature and extent of the evidence produced by the plaintiff to the effect that he did not in fact use liquor to excess on any occasion.

"I therefore have been forced to believe that those who have given depositions or made the statement that in their opinion, on occasions to which they refer, Mr. Roosevelt was intoxicated, had insufficient means and opportunity of correctly observing him, and were mistaken.

"Up to the time of this trial I had believed that the statements made in the article which I published were entirely warranted. But in the face of unqualified testimony of so many distinguished men who have been in position for years to know the truth, I am forced to the conclusion that I was mistaken.

"I am unwilling to continue to assert that Mr. Roosevelt actually and in fact drank to excess. As a publisher of a newspaper, I have never knowingly done injustice to any man, and neither I nor any of my attorneys is willing now to make or continue the assertion of an unjust charge against the plaintiff in this case. We have reached the conclusion that to continue expressly or impliedly to assert that Mr Roosevelt drank to excess or actually became intoxicated, as set forth in the article, would do him an injustice."

And this *cause célèbre* was practically ended when the Colonel jumped to his feet, "the pink of magnanimity," and thus addrest the court "in clear, resonant tones":

"In view of the statement of the defendant, I shall ask the court to instruct the jury that I desire only nominal damages. I did not go into this suit for money. I did not go into it with any vindictive purpose. I went into it, and, as the court has said, made my reputation an issue, because I wished, once for all, during my lifetime to deal with these slanders fully and comprehensively, so that never again will it be possible for any man, in good faith, to repeat them. I have achieved my purpose and I am content."

BRIEFS FOR TEMPERANCE

MINT leaves crusht to earth will rise again.—*New York Evening Sun.*

ONE reason Roosevelt is a corker is because he's not an uncorker.—*Columbia State.*

COLONEL ROOSEVELT makes it plain that the Big Stick is not used in his beverages.—*Pittsburg Dispatch.*

JACOB RIIS is the record character witness—he even denies what the Colonel admits.—*Wall Street Journal.*

TO have a mint bed and drink only six juleps a year—ah, if that's not self-denial, what is?—*New York Morning Telegraph.*

COLONEL ROOSEVELT'S refusal to take a drop too much could be emulated to advantage by our leading aviators.—*Columbia State.*

SITTING next to Colonel Roosevelt at a banquet must have been pretty soft for a man who was fond of cocktails.—*Detroit Free Press.*

WE suppose the W. C. T. U. will now demand that they mow the mint bed in the White House garden.—*New York Evening World.*

IN other words, the Colonel would have us believe that a man isn't necessarily drunk every time he acts that way.—*Washington Herald.*

THE next thing we know Colonel Bryan will be accusing Colonel Roosevelt of appropriating his grape-juice policy.—*New York Evening Sun.*

IT will be observed by the way in which the Colonel dragged in the wine cellars of Garfield, Cleveland, and McKinley that misery loves company.—*Boston Transcript.*

COLONEL ROOSEVELT'S statement that there was a mint bed at the White House serves further to contradict any impression that it was all a bed of roses.—*Washington Star.*

IN view of Mr. Roosevelt's testimony at Marquette, it is not too early to state that both Wisconsin and Kentucky are already hopelessly lost to the Progressives.—*Chicago Inter Ocean.*

MR. NEWETT should have known it.—*Washington Post.*

THE Colonel wants it understood that he's a Bull Moose with a horse's neck.—*New York Evening Sun.*

TWO glasses of champagne and three cups of coffee seem to be the liquid measure of the Colonel.—*Brooklyn Eagle.*

COLONEL ROOSEVELT, however, doesn't believe in the fortification of the alimentary canal.—*New York Evening Sun.*

BUT the Colonel must have enjoyed his isolated drinks, he remembers them so well.—*New York Morning Telegraph.*

"WHAT! Never?" said the sailors to Captain Corcoran, of the good ship *Pinafore.* "Well, hardly ever."—*New York World.*

COLONEL ROOSEVELT'S straightforward testimony goes to show that he never drank enough to do him any good.—*Toledo Blade.*

Ex-President Roosevelt's testimony makes it clear that the White House cow during his administration had no cinch.—*Boston Globe.*

IF that White House mint bed is a permanent proposition, there will be more competition for the presidency than heretofore.—*Houston Post.*

IT is pretty hard to judge a man by the company he keeps when he goes with Jacob Riis and Bill Flinn at the same time.—*Columbus Ohio State Journal.*

WE think T. R. ought to return to the stand long enough to tell the country what he thinks of Mr. Bryan's grape-juice stunt.—*Columbus Dispatch.*

IT is the consensus of opinion that to pour stimulants into the dynamic form of Theodore Roosevelt would be but to gild the lily.—*New York Morning Telegraph.*

THE testimony at Marquette is a great relief to Dr. Lyman Abbott. It will be remembered that the Colonel once remarked that he drank about as much as the Doctor.—*Buffalo Enquirer.*

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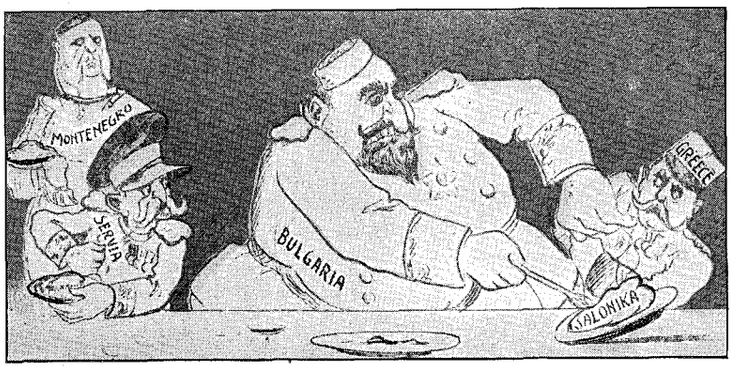
FOREIGN COMMENT

A NEW BALKAN STORM-CLOUD

PEACE has been arranged between Turkey and the Balkan Allies, but at the same time the alliance has practically gone to pieces. It was the decision of the delegates from the various European Governments assembled in London, according to the London press, that to the victors belonged the spoils. The Turks were informed that they must surrender all the territories lying to the west of a line drawn from Enos on the Mediterranean to Midia on the Black Sea, and could retain only Constantinople and the territory extending from that city to the line indicated. The disposition of Albania and the islands of the archipelago is to be left for the Powers to effect. The question of indemnity from Turkey to Greece, Servia, Bulgaria, and Montenegro is also to be postponed for later discussion.

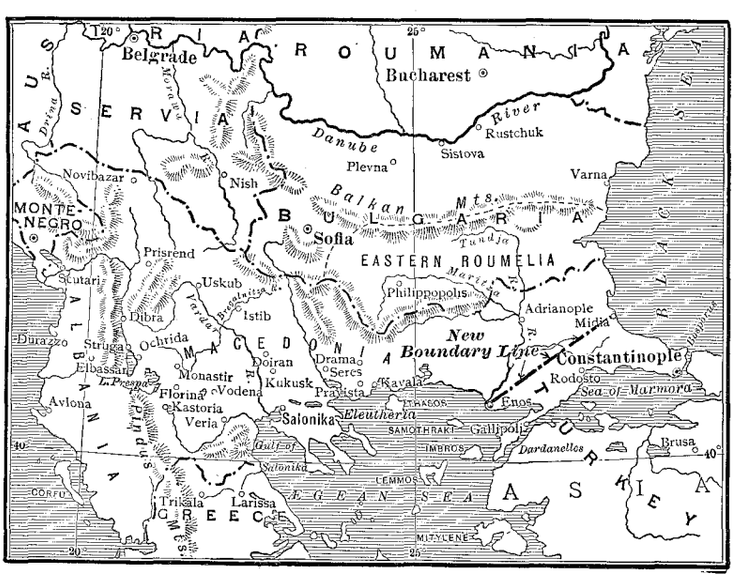


THE BALKAN BANQUET.

The appetite comes with eating—that is, if the dish, like that of Nikita, is not left empty. Even he has hopes of getting his teeth into some crumb or other.
—*Fischietto* (Turin).

Without waiting, however, to conclude peace with Turkey, the Allies began to quarrel among themselves, and the press dispatches have reported actual armed conflicts. The tone of the press in all the Balkan capitals is defiant, and reports say the military preparations are more thorough than those preceding the war. Other dispatches represent the Balkan premiers as trying to smooth out the difficulties by a conference. Servia and Montenegro both claim northern Albania, while Greece and Bulgaria have come to blows over the territory of Salonika, the most precious conquest of the war. The London, Paris, and Berlin correspondents at Sofia say the Greeks provoked the battle which took place to the north of Salonika in which 300 Bulgarians were slain. As to the cause of the conflict we read in the *Mir*, the official organ of the Government at Sofia:

"The persistent advance of the Greeks in the district of Pravista, already occupied by the Bulgarians and garrisoned by detachments of Bulgarian troops, has at last provoked a series of incidents which plainly show that it was the object of the Greeks to occupy certain strategic points such as Pravista and Eleutheria in Macedonia. The Bulgarians at first refrained from replying to the fire of the Greeks, but at last were compelled to do so. The Government gave instructions to its minister at Athens to put an end to these hostilities and to demand indemnification and the punishment of the offenders."



THE REGION IN DISPUTE,

Showing the principal centers of conflicting claims and the new Turkish frontier. Turkey loses 60,000 square miles and has only about 5,000 square miles left in Europe.

But the Greeks give a different story, and in their official statement communicated by the Government at Athens to the various newspapers of the European capitals we read

"The Greek Government, in view of the infringement of its territorial rights on the Salonika Peninsula, has announced to the Bulgarians its intention of taking defensive measures. The Government at Sofia replied that the Bulgarian troops had halted their advance. As soon, however, as they saw the Greek troops reinforced, they opened upon them with artillery fire. The result was a serious engagement, for which the Bulgarians alone were responsible."

Bulgarian troops are not only massing in the neighborhood of Novibazar, reports the correspondent of the Manchester *Guardian*, but are also surrounding Kossovo, which the Servians claim as part of old Servia. *The Guardian* thinks that these circumstances give strong indications of the breaking out of another war, and to complicate matters, the Sofia correspondent of the London *Times* writes:

"I learn from a well-informed source that a definite territorial agreement exists between Servia and Greece excluding Bulgaria from all the region west of the rivers Vardar and Bregalnitza. The Greek territory would extend to Lake Prespa, and Greece would obtain Salonika, Florina, Vodena, Kukusk, Seres, Drama, and Kavala, Servia obtaining Struga, Ochrida, Monastir, and Perlipe."

Prompt action by the Powers is strongly urged by *The Times:*

"The psychological moment seems not far off when the Powers, if they wish to avert the catastrophe of another Balkan war, must display some energy in the assertion of their authority and give evidence of their determination to maintain peace at all costs. The prestige of the European Concert, which had fallen low of recent years, has largely been revived owing to the success with which latterly it has dealt with critical problems, but that ponderous machine, which Lord Salisbury likened to a steam-roller, must occasionally quicken its pace in order to avoid being overtaken by events. The aspect of affairs in the Balkans is daily becoming more somber, and is

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already such as to justify serious misgivings. The most dangerous feature of the situation is the Serbo-Bulgarian dispute. Whatever concessions Bulgaria may be induced to make in other directions, it is certain that she will never abandon her claims to the districts in western Macedonia already assigned to her by her treaty with Servia. On this

PEACE COMES TO TOWN.

SIR GREY—"Prithee, fair damsel, see to it that thou sit close, for I mind me that the last time we twain fared this way together thou didst have the mischance to slip off." —*Punch* (London).

point the whole nation is absolutely unanimous, from the King to the humblest peasant. The districts in question are the most thoroughly Bulgarian portion of Macedonia, and were recognized as such by the Turks in the creation of the Bulgarian Archbishoprics of Monastir, Ochrida, and Dibra. They were the scene of the Bulgarian insurrection of 1903, and have sent thousands of volunteers to the Bulgarian Army in the present war. It is felt that no Bulgarian Government could hand over these regions to another nation without dishonor, and should Servia persist in occupying them, an armed conflict will become inevitable."

The same paper remarks elsewhere:

"The dangerous dispute between Bulgaria and Rumania was settled by the mediation of the Powers. The other controversies should also prove capable of adjustment if only dealt with in the right spirit. Servia and Bulgaria have a definite treaty defining their future boundaries, any dispute as to the interpretation of which is to be referred to the arbitration of Russia. At present, however, they seem to be engaged in an attempt to solve their difficulties by independent negotiation. Bulgaria has also decided to send a special envoy to Athens to try to settle the questions arising out of the collision of Greek and Bulgarian troops. Should a direct settlement prove impossible of attainment, we hope that both parties will invoke the good offices of one or more friendly Powers."

A somewhat new face is put on the matter by a writer in the London *Standard*, who says:

"A deputation of Bulgarians is now on its way to London in order to lay before the Ambassadors' Conference a proposal that Macedonia shall be declared autonomous, as the only method of averting a calamitous conflict. A Greek deputation is also understood to be coming with the same object in view. The proposal deserves consideration, tho it is a singular commentary on the fraternal disposition which was supposed to animate these Christian peoples in their contest with the Moslem Power. It reminds us that, with all their modern organization for war, the Southern Slavs have not so very long emerged from a condition of medieval disorder. Internecine tribal and racial combat has been the tradition of the Balkan lands for centuries, and perceptible remnants of primitive savagery still cling about these interesting nationalities."

Vienna is perhaps smiling at this Slav quarrel, and waiting an opportunity to step in and take part of the spoils. So St. Petersburg suspects. In all these complications Austria is regarded as the *tertius gaudens*, ready to pounce down, we are told, on any of them as she did on Scutari. Then comes in, says the *Novoye Vremya* (St. Petersburg), the old question of the Teuton and the Slav. Russia desires the unification of the Slavs as against Teuton Austria and Germany and will never interfere between Serb and Bulgar. To quote this Slav view of it:

"We think that Russian public opinion can not be either Bulgarophile or Serbophile. It must be Slavophile. And from the Slavophile point of view the first and fundamental problem which must be faced now consists in *the preservation of the Serbo-Bulgarian alliance*. To this fundamental political ideal all other considerations must be subordinated. . . . . .

"If Servia engages in a quarrel with Bulgaria, she will perish, notwithstanding all her victories at Kumanovo. But the Bulgars will not fare any better. Servia constitutes the last stronghold to resist the pressure of the Teutons. On the day Belgrade perishes it will be necessary to raise the mourning flag over the other capital of the Slavs—over Sofia. . . . . .

"All this—and a great deal more—Russian diplomacy can and must say at Sofia and Belgrade. Russian diplomacy has constantly been reproached for its exaggerated desire for peace. This tendency, in our opinion, was wrong in the dealings with Austria. But it is right and desirable in the Serbo-Bulgarian dispute. You wanted and still want to be promoters of peace: here is a great and responsible task before you. Here every word that is conducive to the strengthening of amicable relations will be needful, useful, necessary. . . . . .

"Carrying out this mission, Russian diplomacy will be in harmony not only with its peaceful tendencies, but also with its formal right. The Serbo-Bulgarian treaty states categorically that all disputes which may arise must be submitted to Russia for arbitration. This stipulation must not be in vain. The

A THORNY GIFT.

NIKITA TO EUROPE—"I restore Scutari to your charge—but on condition that peace shall be kept in the future Kingdom of Albania." —*Fischietto* (Turin).

reference to great and powerful Russia must give real results. For no occupation of Scutari by the Austrians will compare, in its political consequences, with a Serbo-Bulgarian conflict. This conflict must be prevented by all means."—*Translation made for* THE LITERARY DIGEST.

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BULGARIA'S WASTE OF LIFE

A STANDING EXAMPLE of "how not to make war" is afforded by Bulgaria, says a military critic, who signs himself "Chasseur," in *Blackwood's Edinburgh Magazine*. He is referring to the loss of life revealed in the official returns recently issued at Sofia, showing that 330 officers and 29,711 men were killed; 950 officers and 52,550 men were wounded; 3,193 officers and men are missing. Of Bulgaria's population of 2,200,000, one male in every twenty-five must thus be dead, wounded, or missing. The same percentage of males in the United Kingdom would be about 920,000; in the United States it would mount to 2,000,000. Speaking of Bulgaria's reckless valor and incautious exposure of her battalions, he cites the fate of two Sofia infantry regiments:

THE FUTILE SACRIFICES OF MONTENEGRO.

After the evacuation of Scutari: A Montenegrin widow and her son at the grave of the husband and father, who fell in the assault on the formidable fortifications around the city. A typical scene that must be multiplied by many thousands to approximate the actuality.

"These two units had comprized, during the original mobilization, almost the entire *literati* of the capital. The very architect responsible for the most modern of the buildings had marched away with a rifle on his shoulder. Judges, magistrates, lawyers, actors, shopkeepers, seized in the great tentacles of universal conscription, had been spirited away to the field of battle. What had been their fortune? There is a cruel fate in war, which may spare one unit and proscribe another. The Sofia regiments found the latter fate. Extermination was their rôle in their country's victories. In the early battles of the war they marched with the 'valor of ignorance' upon the enemy, and paid the price. They were recruited again to service strength. The boys from the lyceum and the apprentices from the works were hastened, a year before their time, into the barrack-square, and after three months' training were drafted to the front. Again a cruel fate lay in store for them. The lions from behind Tchataldja crept out under cover of the night-mists, and for a second time the *literati* of Sofia were practically annihilated."

An editorial in *The Evening Standard* (London) contains the startling statement that waste of life in the Bulgar lines made the mortality of this war, considering its duration, unprecedented in the world's annals, and we read:

"It is not surprizing to learn that the Bulgarians have lost 30,000 men killed in the war. It was obvious from the first that their reckless gallantry would result in heavy losses. The Turks 'fought like lions' before Adrianople, and, shockingly led as they were at Kirk-Kilisseh, on October 23, and a week later at Lule Burgas, they still managed to inflict heavy losses on their dauntless foes, who advanced in serried ranks against the fire of shrapnel. The attacking side always suffers most severely, as the Japanese found to their cost, and to the 16,000 men put *hors de combat* in the final assault on Adrianople must be added the terrible struggle for the possession of that Spion Kop in the Tchataldja lines on March 28 and 29, when the Bulgarians were finally driven off through the rain and mist, leaving 1,000 dead behind them. Our own losses in the Boer War were nothing like so heavy as those of King Ferdinand's troops in this campaign, and the total will indeed be appalling when to these figures are added the terrible mortality among the Montenegrins in the attacks on Mt. Tarabosh, and the Servian losses, which in the taking of Pristina alone were officially declared to be 'extraordinarily large.' The Russians in the whole of the Manchurian campaign scarcely lost more men killed."

TURKEY'S SALVATION IN AMERICA

IT IS A BLUNDER for Turkey to import "experts" from European nations to reorganize her Army, Navy, Treasury or any other branch of the Government. That is the upshot of a frank talk that occurred recently at Lausanne, Switzerland, between the proprietor of the *Ikdam* (Constantinople) and an official of the Government of Chile. The European nations are interested mainly in plundering Turkey, and to put the Government into the hands of European advisers is like putting the sheepfold in charge of the wolves. After listening to these troubles of Turkey as related by the proprietor of the *Ikdam*, the Chilean official strongly urged the acquisition of advisers from the United States as the best solution, and the following dialog ensued, as reported in the Turkish daily:

CHILEAN: "Our military officers are educated in the Military Academy of North America, the best in the world. The United States is the only first-class Power against which we should be unable to defend ourselves if attacked by sea or land. We are all zealous patriots; proud of our Spanish blood."

TURK: "What degree of liberty have you?"

CHILEAN: "I assure you we are the freest people in the world. In religion we are Catholics. Of religious controversy there is none. Liberty of worship is secured to all. Any infringement of this right is punished. You may come and build mosques if you like. Our commercial liberty is absolute, and we are growing richer thereby. I hear that Turkey also is a rich country."

TURK: "Turkey is rich, but we have not what you have. That is, commercial liberty. In this respect we are the slaves of Europe. For between the European states and ourselves there are treaties called capitulations which have made us slaves even in our own dominions. Without the consent of Europe we can not increase custom-house dues. This renders impossible the development of our own industries. Our most important export is rugs, and on those they impose heavy duties in their own countries. We demand 11 per cent. duty, but lose a third of that by all sorts of fraudulent dealing. The Balkan States are free to impose what duty they please. On the one hand, Europe demands of us reforms, yet on the other hand takes away our freedom of action. Especially in this matter of international trade, some states stir up sedition among our peoples and then force us to disburse the money loaned us in quieting sedition. The policy they follow with us is such as no people can live under, and then they complain of our backwardness in keeping the pace they set us."

CHILEAN: "Why is this?"

TURK: "It is a bitter truth, but as I understand it, Europe is absolutely unwilling to see Mussulman peoples make progress. They are troubled when they see Mussulman civilization gaining strength. The late war has proved this beyond the possibility of denial. 'You are strangers to our civilization,' they say, 'and we can't help you.' There are some Europeans more friendly, but missionaries and the press do all they can to make Europe loathe Mohammedans."

CHILEAN: "Why, then, do you not call upon Americans to help you? In your slavery under European tyranny and aversion the strong men of America are the men you need to help you accomplish the required reforms and renew your national life. Europe is *old* compared with North America, and trembles before

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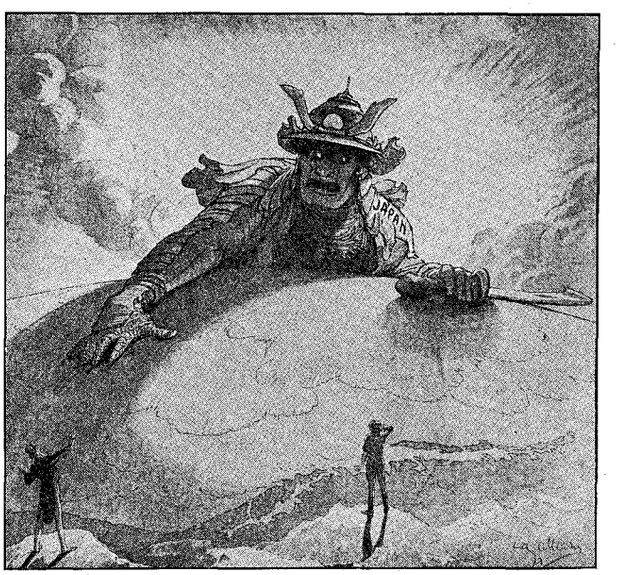
her. The English, the French, the Germans flatter North Americans, and there is South America, too, leaning on the North for moral support. In a few months the Panama Canal will be opened, and America will grow stronger. As the Chinese and Japanese become nearer to America, the importance of Europe will diminish. I tell you sincerely and earnestly that if you will appeal to America for men and for financial aid, your slavery to Europe will end. This is your sole resource. In the progress of civilized peoples you must share or perish. You are like a people that when a prophet appears, remains ignorant of his preaching and commands and spiritual guidance—that is, you remain strangers to the impelling stimulus of the civilization of the present age. You need men to guide you into and along the paths which this civilization has opened. Find these guides in America, and attain a new life. Then you may find friends in Europe, too. It is for the interest of both England and France to befriend you. Don't spend time in weeping over what you have lost. Find the reasons for the losses and let these stimulate you worthily to face the task and do the work in the immediate future to which your country and its peoples are calling you."—*Translation made for* THE LITERARY DIGEST.

JAPAN'S VIEW OF THE "WHITE PERIL"

WHILE THE ANGER and indignation of Japan against the United States on the question of citizenship and freehold possession of land seem to be held in check pending the efforts of diplomacy to reach a satisfactory solution, some of the leaders of thought in the Empire are not so calm about it and are uttering denunciation and imprecation against the white peoples who have proved so long a peril to the peace and prosperity of the rest of humanity. This white peril, says Professor Ryutaro Nagai, has long been the bane of the world, and in an elaborate article in the Government official publication, *The Japan Magazine* (Tokyo), he asks that Japanese immigrants be admitted to American citizenship. The white races are told "to put away their race prejudice and meet Japanese on equal terms in brotherly cooperation." He accuses the white people, and especially the Americans, of "the shallowest hypocrisy" in talking peace, while provoking war by their injustice, altogether forgetting that Japan is building some of the largest dreadnoughts in the world. Comparing the Japanese with other naturalized foreigners in the United States, the professor remarks:



SEEIN' THINGS.

The "Japanese Peril," as it looks to California and British Columbia.
—*Saturday Night* (Toronto).

"In morals, Japanese compare favorably with those nations to whose aggression and greed we have with reluctance been obliged to allude in the past.

"If our immigrants be honestly compared with those of other nations, we have nothing to fear. The average yellow immigrant entering the United States is found to possess a larger amount of capital than those from other countries. As nations the yellow people have never waged war of any kind on the white races, nor in any manner provoked them to jealousy or resentment. When we fight it is always in self-defense.

"The white races preach to us 'Peace! Peace!' and the futility and waste of armamental expansion, while all the time they are expending vast sums on armies and navies and enforcing discriminations against us. Now, if the white races truly love peace and wish to deserve the name of Christian nations, they will practise what they preach and will soon restore to us the rights so long withheld. They will rise to the generosity of welcoming our citizens among them as heartily as we do theirs among us."

He points to the "unedifying" experience of "the war between America and Spain and the seizure of the South African Republics by the British." Moreover:

"In addition to this, most of the nations of Europe have been carrying on a system of appropriating the lands of the more uncivilized races too weak for self-defense. The extent of territory taken by the white races in this way during the nineteenth century totals nearly 10,000,000 square miles, embracing a population of about 135,000,000. And it will be seen that even within the comparatively short space of time since 1860, the white races have taken nearly 10,000,000 square miles of land and enforced their rule over many millions of the darker-skinned races. At the present moment we are treated to the exhibition of another civilized white group of races making war on Turkey, demanding the cession of some 400,000 square miles of territory, with millions of population.

"In the face of all this we have been treated by the white races in recent years to tracts, treaties, and newspaper articles galore, on what they call 'The Yellow Peril.' Surely, in comparison with the white races, there is no indication of any peril of yellow aggression at least."

This writer declares that settlers in Manchuria and Korea are better treated, whatever their color or nationality may be. The "arrogant and unfair" attitude of the white races finds no parallel among the Asiatic peoples. He predicts that this attitude, if not modified in the near future, will lead to danger:

"Viewing the matter seriously, for it is a very serious matter indeed, it ought to be said that every defiance of justice must in the long run provoke revolt. Just as in the labor world, if the capitalist is unfair in his division of profits and the laborers are ground down, they will not forever submit; so in the international world, unless justice obtains between race and race, there will be trouble.

"In the case under review, then, who will be responsible for the trouble? If one race assumes the right to appropriate all the wealth, why should not all the other races feel ill used and protest? If the yellow races are oppressed by the white races, and have to revolt to avoid congestion and maintain existence, whose fault is it but that of the aggressors?"

It is just such utterances as these with which Japanese journals are overflowing that provoke comments in the European press, of which the following quotation from the London *Saturday Review* is a specimen:

"Just as the tension between Russia and Japan on the eve of the ensuing war was minimized in this country, so is the tension between the United States and Japan at the present moment. In the first place, it is assumed that the dispute between them can easily be settled by diplomacy; in the second place, that, should it prove otherwise, the omens are favorable to America. It is hard to find the grounds on which either of these assumptions is based. Japan, whose aim is to rank with the great Powers without any reservation, must insist on satisfaction or suffer in prestige, which she can not afford to do. To say that the issue is one which, should it involve her in war, would not entitle her to general sympathy, will not do. In standing up to the United States for the observance of the spirit of a treaty she is championing everybody's cause.

"But the source of the trouble lies deeper, and there is the danger. Both countries are obeying the primal instinct of man, and neither could, in the circumstances, act in any other way. The prize is supremacy in the Pacific. . . . The inevitable explosion between them will come the moment either thinks she is ready, and suddenly after the manner of all modern war."

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SCIENCE AND INVENTION

A WORLD WITHOUT END

IF IT IS A COMFORT to anybody to feel that life will exist forever on our planet, instead of lasting only a few million years after he is gone, he should by all means read the address of a German scientist who holds out this hope to the race. The eternity of matter has always been proclaimed by science, but she has denied the indefinite existence of the particular groups and systems of matter that we find in our own universe. Flammarion, in his "End of the World," enumerates many causes, any one of which, acting by itself, would bring the present world to its termination. It would seem to be only a question of which should achieve its end soonest. Now, however, comes Prof. Gustave Jaumann, of the Brünn Polytechnic School, Germany, and announces, in an inaugural address on "Modern Views of the End of the World," quite a different doctrine. The modern view, he asserts, is that the universe is stable. Disturbing forces act only to call into being other opposing forces which will restore the balance of things. Loss of heat is balanced by the inflow of gravitational energy. These views, he tells us, are the consequences of new theories of gravitation which take into account the fact that the gravitational impulse requires time to travel through space. Newton's law, on this view, holds exactly only for bodies at rest, whereas our system is in motion. We read, in a translation of Professor Jaumann's address into French, published in the *Revue Scientifique* (Paris, May 10):

"The anomalies of the field of gravitation are compensated, in cosmic space, according to a law analogous to that which governs the irregularities of distribution of temperatures in the mass of a conductor of heat. It is only for bodies at rest that Newton's law of effects at a distance follows exactly from the differential law of gravitation. The motions of the planets involve disturbances—a kind of accumulation, so to speak, of the field of gravitation in front of these bodies, giving rise to new gravitational forces which are added to the Newtonian forces.

"Altho very small indeed, these forces may be calculated with great precision; the most important of them is in the direction of the planet's motion and thus aids that motion. It increases with the planet's velocity and varies in inverse ratio to the distance from the sun. These new gravitational forces introduce into the movements of the planets disturbances that may be calculated without difficulty, and that determine the departures from Newton's law that have been noted above, such as abnormal rotations of the perihelion, abnormal accelerations, abnormal oscillations of the vertical, etc. Thus are explained all the peculiarities of gravitation, which Newton's law of action at a distance could not do. These new forces of gravitation, moreover, give to the planetary system a physical stability of practically unlimited extent. They preserve the present forms of planetary orbits, not only in spite of the considerable resistances due to friction with the cosmic ether, but despite huge accidental disturbances. If a perturbation of this nature, due, for instance, to the passage, near the solar system, of a fixt star at high speed, should completely change the form of the planets' orbits, the new gravitational forces would introduce into the elements of the orbits such variations that the orbits would return exactly to their present stable forms. Far from being fatal to us, the frictional resistance of the cosmic ether would appear only as a factor destined to give stability to the planetary orbits. The greater this resistance is, the more considerable are the new gravitational forces and the more obstinately will the orbits preserve their shapes, despite all disturbances. There can be no further question of the planets' falling into the sun. Instead of being unstable, instead of tending toward a more or less distant destruction, the planetary system thus finds itself established for a period which, estimated by notions of time that we are able to conceive, may be regarded as eternal."

These who hold this view of gravitation, Professor Jaumann goes on to tell us, say that the reason why the sun has never cooled down is that it can not cool down, because the thermic energy which it is incontestably losing is restored by gravitational energy which it is continually absorbing from space in exactly equal measure. Waste of solar energy, he asserts, is not among the necessities of nature. The sun will not cool, he says; the human race will not perish. Its intellectual and physical evolution may continue indefinitely and will doubtless surpass anything that we are at present able to conceive. Truly, as Professor Jaumann claims, "a new philosophical conception." Will it make its way into universal scientific acceptance?—*Translation made for* THE LITERARY DIGEST.

OTHER WORLDS THAN OURS

UNANSWERABLE QUESTIONS are the most fascinating. And just because they have no answers, they can be discust as long as we like. Proctor's lectures on astronomy, which were the first books that some of us read on the subject, contained an essay with the title that heads this article. Walter Maunder, an English astronomer, and the Abbé Moreux, a French one, have just published books about it. And any one of us is ready, at a moment's notice, to discuss, at home or club, the probability that we might send signals to Mars or Mars to us. The following is what Mr. C. de Kirwan, a French writer, has to say on the subject in a review of the Abbé Moreux's book, contributed to the *Revue des Questions Scientifiques* (Louvain, Belgium, April 20), entitled "Worlds: Present, Past, or Future." Says this writer:

"What we call the sun is really, as we know, but a modest unit among the millions and millions of other suns which we call 'stars' because of their immeasurable distance. Now, if each of these is attended, as ours is, by eight or nine planets, as is the case with the former suns Jupiter and Saturn, the field of possible life is immense, one might almost say infinite. Even if we admit only a single planet to each star as the seat of possible life, this field would still be almost unlimited, since the total number of stars is estimated at several hundred millions. It can scarcely be asserted that, among such a prodigious number of suns, our own is the only one privileged to gather life about it. . . . . .

"However, before founding conjectures on assumptions or analogies, we should look for light to the facts. Now, it has been shown by recent discoveries, extended in unexpected degrees by spectroscopy and photography, that the stellar systems are generally very different from that of which our planet forms a part; so much so that it is rather the exception than the rule for a sun to keep within its sphere of action several small, dark bodies, revolving in almost circular orbits.

"A very large number of stars which, to the naked eye or even with the aid of powerful telescopes, appear simple have been discovered to be double . . . by spectroscopic observation. In these binary systems the two members of the couple revolve, according to Newton's law, around their common center of gravity, but it is a remarkable circumstance that the satellite star always describes about its principal not a nearly circular orbit, but a very elongated ellipse, like that of our comets. And orbits of this kind are traversed not in one year, like that of our earth, but in a century, or sometimes in several centuries.

"It would appear more and more probable that the far greater part of the stars that we have hitherto thought to be simple are really double, which seems to exclude the possibility of retinues of burned-out stars circulating around these couples. Supposing the satellite star to become dark in course of time, the great eccentricity of its orbit and the extreme length of its revolution are still obstacles to the development of life on its chilled and solidified surface.

"We must thus recognize that the more astronomical science progresses—the greater its acquired knowledge of what is taking

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place in heaven's immensity—the smaller become the chances of seeing physiologic life extended therein.

"Is this to say that we must absolutely refuse to admit the possibility of other habitable globes than ours in the universe? Assuredly not. 'If,' as the late Hervé Taye says, in his fine book on 'The Origin of the World,' 'it would be puerile to pretend that there could be only one inhabited globe in the universe, it would be just as untenable to assert that all these worlds are or should be inhabited.'

"Science, however, is powerless to tell us anything in this connection. To reason about it, we must leave its proper domain and enter that of philosophy, and of that part of philosophy named by Leibnitz 'theodicy,' which is nothing else but natural theology. Thus the great astronomer Father Secchi said:

"'It seems to me absurd to look upon the vast celestial regions as uninhabited deserts; they must be peopled by intelligent and reasonable beings, capable of knowing, honoring, and loving their Creator; and perhaps these dwellers in the stars are more faithful than we to the duties imposed on them by their gratitude toward him who has brought them up from nothingness.'

"The illustrious Roman astronomer doubtless generalized his fine thought a little too far. But so immense are the sidereal plains, so innumerable the suns that fill them, that there is enough to justify the noble aspirations that the learned astronomer has suggested to the heart of the pious. God moves in the immensity of space as in that of time; or rather, the immensity of time is as nothing in his eternity, as the powder of suns that fills space is but a trifle for his omnipotence.

"What we see of most of these ethereal worlds, thanks to the luminous courier that travels 180,000 miles a second, corresponds to a past already far distant; the present escapes us and the future is unknown."—*Translation made for* THE LITERARY DIGEST.

SCIENTIFIC DEMOCRACY

THIS IS WHAT our system of government time-signals by wireless telegraphy is called by an editorial writer in *Cosmos* (Paris, April 24). Fine wireless installations are scientific, but not necessarily democratic. When to a powerful plant we add governmental arrangements for the people at large to make use of it, then there results what this Frenchman aptly terms "scientific democracy." The particular object of his admiration is our liberal legislation, which permits any one having the necessary apparatus to receive wireless signals, tho it does not accord the same free permission to send them out. By the end of the current year, this writer thinks, more than 10,000 American clocks will be receiving time-signals from the government wireless station at Arlington, Va. Says this appreciative French scientist:

"The hour signal at noon has been sent by radiotelegraphy, especially for the use of ships finding themselves in American waters, since January, 1905, and we believe that the Washington observatory anticipated all other observatories of the world by at least two years in the regular transmission of the time by this method.

"When the powerful naval radiotelegraphic station at Arlington is ready, the American wireless time-signals may be received by ships through the greater part of the North Atlantic, the Caribbean Sea, and the Gulf of Mexico.

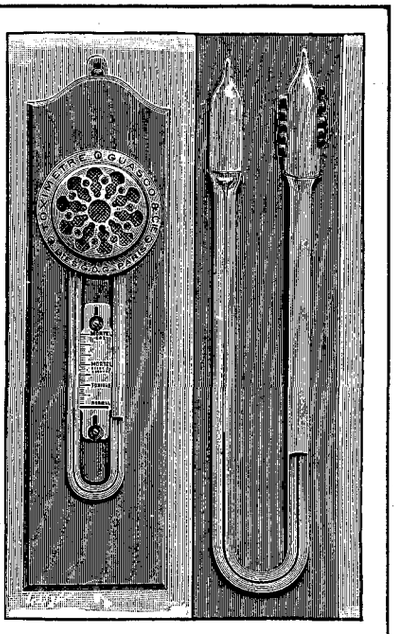
"Owing to the extremely liberal legislation now obtaining in the United States on the subject of wireless telegraphy, which permits every citizen to receive radiotelegraphic signals, it is expected that between now and the end of 1913 more than 10,000 American clocks will be equipped to utilize the time-signals from Arlington, with the aid of very simple devices.

"Thus, to quote the report of the Washington Observatory, 'the public service organized by the Navy will find new and unexpected means of reaching the people.'

"Here, surely, we have good scientific democracy!"—*Translation made for* THE LITERARY DIGEST.

A GAGE TO FIND POISON IN THE AIR

A GAGE that will show the presence of poisonous gas in the atmosphere by as much as the proportion of one to ten thousand has been invented by a Frenchman named Guasco, who has named it the "toximeter." It is described in *La Nature* (Paris, May 10) by G. Chalmarès, who notes that it is intended particularly to give warning of the presence of carbonous oxid gas, otherwise called carbon monoxid—the gas that burns with a blue flame in a freshly made fire of anthracite. The greatest care, Mr. Chalmarès remarks, must be taken, in the installation of a heating or lighting plant, to avoid the production of this substance. He writes:



GUASCO'S POISON-GAGE.

At the right, the U tube with its bits of platinum sponge.

"Other gases, such as carbureted hydrogen and acetylene, happily betray their presence by their odor long before a fatal dose is reached.

"It is not so with carbon monoxid, which has no odor and is very poisonous, even in very slight quantities. For this reason many attempts have been made to discover means to make its presence known in air intended for respiration, before fatal consequences have been reached. Chemical reactions have generally been employed—a delicate process, sometimes too sensitive, necessitating manipulations which, altho simple enough, can not always be performed.

"Mr. Guasco has conceived the idea of utilizing the property possest by platinum sponge of becoming rapidly heated in the presence of carbon monoxid, which it absorbs in large quantities. This property has been practically utilized for several years for lighting gas-jets and for a long time past in the hydrogen briquet.

"He has thus invented a device necessitating no manipulation. It is formed of a Leslie's differential thermometer, which, as is well known, is a U tube ending in two bulbs full of air; a mercury column or a section of colored liquid is displaced in the tube at the slightest difference of temperature between the two bulbs. Mr. Guasco fastens to one of the bulbs ten pastilles of platinum sponge; the corresponding side of the tube is covered and the other branch is graduated. When the apparatus is in a medium containing carbon monoxid, there is a difference of temperature, revealed almost instantly by a movement of the column, which is greater and more rapid the more of the poisonous gas there is in the atmosphere. Evidently other gases, illuminating gas, for instance, will have the same action, but they will also betray themselves by their odor. It is thus for carbon monoxid that the indications of the toximeter will be valuable. The [French] Inspector-General of Mines has presented the device to the Academy of Sciences, after having experimented successfully.

"On his part, Mr. Guasco has made numerous experiments from which he finds that the movement of the gage in the U tube is about half an inch for the proportion of $\frac{1}{1,000}$ of carbon monoxid, which makes it possible to use graduations that will show $\frac{1}{10,000}$ of the toxic gas.

"In a special model, the inventor has used mercury for the indicating column and has placed a platinum contact-point in the tube. This closes an electric circuit and operates either a bell or an incandescent lamp, thus giving notice, even at a distance, by sonorous or luminous signal, that there is danger from the abnormal presence of poisonous gas."—*Translation made for* THE LITERARY DIGEST.

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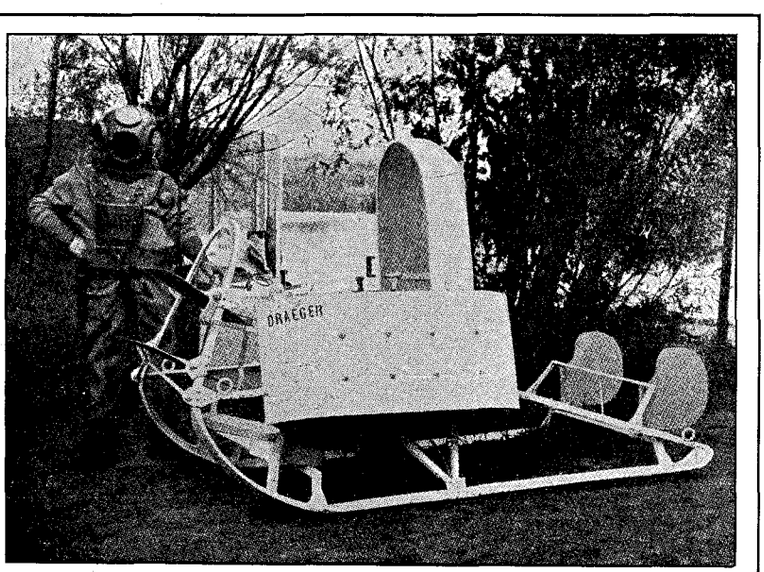
WASTEFUL ELECTRIC FANS

THE POSSIBILITY of running an electric fan too fast is pointed out by Prof. H. B. Brooks, in an article contributed to *The Electrical World* (New York, May 17). Beyond a certain speed the fan, instead of driving the air forward, simply stirs it up, using its power wastefully. We are reminded that the principal purpose of an electric fan is to increase the flow of air in contact with the body so as to promote evaporation of the perspiration. The result is a cooling of the body and a sense of comfort on a hot summer day. But, it appears on in, vestigation:

"When the power consumed by an ordinary small fan-motor is measured as the speed is increased, it is found that, deducting the losses in the motor, the power increases substantially as the cube of the speed until a certain critical speed is reached, depending on the dimensions and design of the fan, when the power increases only slightly with the speed. This means that up to the critical speed the fan, of ordinary good design, moves the air forward, screw-fashion, in direct proportion to the speed of rotation, but with a power necessarily proportional to the speed cube, but when the critical speed is reached, the air column, passing through the fan, 'breaks' and churning commences. At higher rotary speeds the fan simply churns harder, but adds little to the critical speed of the emitted air. . . . . .

"But the mere net efficiency, or ratio of air-power delivered to electric power consumed, is not all of the story. The net efficiency of a fan may be high, and yet the machine may be relatively unsatisfactory for particular cases of service. Some fans are so designed that they can throw a small jet or column of air with considerable velocity to a great distance. Others are so designed that they can throw a large jet or column of air to a lesser distance. The first type may be compared to a rifle and the latter to a shot-gun, both using the same powder charge. Each type has its own advantage in particular cases. The question whether the fan has its axis fixt or moving in space has an obvious bearing on the relative advantage of the two types. The case is like that of an incandescent lamp supplied with different types of reflectors. With a condensing reflector the lamp is enabled to throw a powerful illumination over a small area at a considerable distance. With a diffusing reflector it is able to scatter a weaker illumination over a larger area. Each has its own proper applications."



SIDE VIEW OF THE SUBMARINE SLED.

A SUBMARINE SLED

THE NOVEL SENSATION of riding in an automobile, or rather in a sleigh, on the floor of the ocean, or of moving in three dimensions, as in an aeroplane, but in water instead of air, is provided by a newly devised apparatus known as the *Unterseeschlitten*, or submarine sled, which we find described in the *Technische Monatshefte* (Stuttgart). This apparatus, which is driven by comprest air or oxygen, is intended for divers. It does away with the use of the tube which ordinarily connects the diver with the outer air, and it also permits perfect freedom of motion, so that he is able to examine, in a given time, a far larger area of the sea bottom than was formerly the case. The submarine sled is taken out by a boat to the desired locality and then descends by means of its vertical rudder or by alteration of the air-pressure in its tanks. There is telephonic connection between the diver on the sled and an observer, or signal-man, in the boat, who is thus able to direct the former's movements advantageously. It is confidently expected that the device will render great service in future naval wars, in addition to its obvious uses in time of peace. As we read:

DIVER EMERGING ON SUBMARINE SLED.

"The object of the submarine sled, in the first instance, is quick change of base on the part of the diver, as is necessary in the search for and recovery of lost torpedoes, in the location of submarine mines, and in the service of torpedo-batteries.

"Of like importance is this sled for the location of sunken wrecks. With the newest apparatus the diver is in a position to investigate a large area of the ocean-bed in depths extending even to 120 feet. . . . The diver can mount the sled on board the boat if he chooses and be lowered to the water by means of an inclined plane or railway or a ship's crane.

"Upon two long sledge-runners, which are curved in front and unite in an elliptical bow, are placed the diver's seat and a shell-shaped 'guard.' On each side is a tank for comprest air, which is stored in 'built-in' steel cylinders.

"The vertical rudder is placed inside the bow, the horizontal rudder at the stern. Steering is done from the driver's seat by means of levers. The inflow and outflow of the air in the tank are regulated by the use of the free exit-valve.

"So long as the tanks are filled with comprest air, the sled (with the diver on board) swims in the upper portion of the water. In this position it can move forward with perfect ease. To descend to the bottom, it is necessary either to let out some of the air in the tanks or to depress the rudder. The sled will instantly descend and reach the bottom without a jolt. Upon renewing the comprest air in the tanks, or raising the rudder, the craft rises to the surface.

"During a state of rest at the surface or on the ocean-bed, maneuvering is done by filling the air-tanks or letting the air escape. Hence comprest air is not required during the trip unless great depths are to be penetrated or left. The duration

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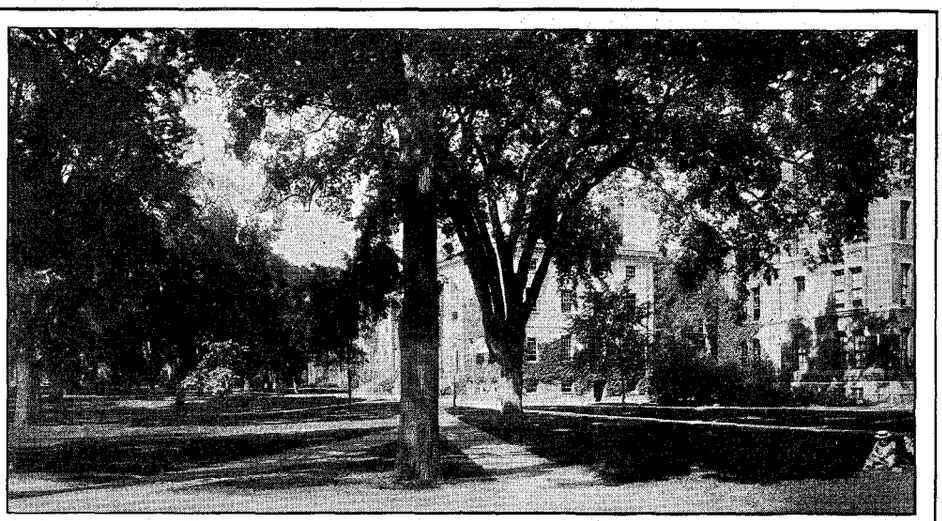
of the trip depends on the fact that the capacity of the potash cartouche used for absorbing the carbon dioxid exhaled by the diver is exhausted in about three hours. The diver must then ascend to have a fresh cartouche inserted. . . . . .

"Disturbance of the diver's comfort by variations of pressure is not to be feared even when the sled is being rapidly towed. A shell-shaped guard behind the diver's seat has the effect of keeping the seat in calm water, while the spiral upward-rising brake runs out behind the wall of the guard.

"For night work there are submarine lamps or search-lights fed by a cable from above."

Jolts or bumps against stones or roughnesses of the bottom are prevented by the inertia of the water, and the machine moves as lightly and answers its rudder as readily in its element as the aeroplane does in the air. It is even suggested that submarine sledding may become a popular sport!—*Translation made for* THE LITERARY DIGEST.



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HARVARD YARD, EAST SIDE,

In all the glory of its majestic elms, that might have been saved.

AN ULTRA-VIOLET DETECTIVE

A WAY TO DETECT the "raising" of checks by photography with ultra-violet rays has been discovered by Prof. R. W. Wood, of Johns Hopkins University, whose success in using the extreme upper and lower rays of the spectrum for photographic purposes has already been noted in these columns. *The Scientific American* (New York, May 24) believes that Dr. Wood has put the forgers out of business. Skilful check-raisers use a chemical ink-eraser to remove portions of the written matter upon a check and then insert what they want in a handwriting that closely imitates the original. The chemical eraser leaves no trace of what has been written and makes no change in the texture of the paper. This, of course, refers to what may be seen with the human eye, with or without optical aid:

"However, Dr. Wood has found that the change may be detected by photographing the suspected check by means of ultra-violet rays. He has a piece of paper on which the words 'Twenty-four hundred dollars' appear. The words were originally 'Twenty-four dollars.' The change was made by an expert who had erased the word 'dollars' and the line after the 'twenty-four' with a chemical ink-eraser and had written the words 'hundred dollars' in a manner so perfect that it was impossible to discover any change in the line, even with the aid of a high-power magnifying-glass. Dr. Wood took the slip of paper and put it under his ultra-violet rays and photographed it, giving it a ten-minute exposure. The result is that a heavy smudge appears before the words 'twenty-four,' clearly showing that something has been erased and something else written in. The explanation is that in removing part of what has been written a stain was left, invisible to ordinary light, but shown clearly by means of the ultra-violet rays.

"Dr. Wood's discovery will be of especial advantage in discovering changes made in documents, such as wills, where it is desired that the knowledge that anything is suspected and that an investigation is being made be avoided. It is now possible to discover if a certain sort of chemical has been used by making tests with other chemicals, but the result of these tests is to change the document. Dr. Wood's method makes absolutely no change in the document itself, but the change, if any has been made, shows plainly on the photograph taken by his method."

GREEK AS A SCIENTIFIC STUDY

THAT the earliest training in modern scientific method and spirit ever offered in Yale University was given in the freshman Greek class room was asserted by President Arthur T. Hadley, of Yale, in an address before the National Academy of Sciences, printed in *Science* (New York, May 23). The professor of Greek at Yale at this time was President Hadley's father, Prof. James Hadley. President Hadley's statement was made in illustration of an assertion in his address that it is the method rather than the subject that makes a course valuable—that Greek may furnish training in science under a proper teacher, while chemistry or physics may fail to do so. He said:

"You have been good enough, Mr. President, to refer to my father's connection with the [National] Academy, and I for my part am glad to take the opportunity to say that he regarded his election to membership in this body as the greatest honor he ever received. I feel sure, therefore, that I shall be pardoned if I illustrate the point I have just made by reference to my father's teaching.

"Fifty years ago the one course in the academic department of Yale College where modern science was really taught was the course in freshman Greek. For my father, tho he had the highest enjoyment of classical literature, was by training and temperament a philologist; and he taught the freshmen who came under him to take Greek verbs to pieces and compare and observe their parts and put them together again, and see what principles were involved in the analysis and synthesis, exactly as the botanist might have done with his plants or the chemist with his elements.

"In those days chemistry and physics were taught in Yale College, as distinct from the Sheffield Scientific School, solely by text-books and lectures. Philology was taught by the laboratory method; and for that reason the freshman Greek course was a course in modern science and meant that to the pupils. The courses in chemistry and physics widened the boys' knowledge of facts and doubtless encouraged many of them to get scientific training for themselves afterward; but the course in freshman Greek was a course in science, because the boys learned to do the things, both easy and hard, which are the heritage of the man of science. Science is not a department of life which may be partitioned off from other parts; it is not the knowledge of certain kinds of facts and the observation of certain kinds of interest, as distinct from other facts and other interests; it is a way of looking at life and dealing with life; a way of finding out facts of every kind and dealing with interests as varied as the world itself,

> Where each for the joy of the working, and each in his separate star,
> Shall draw the thing as he sees it, for the God of things as they are."

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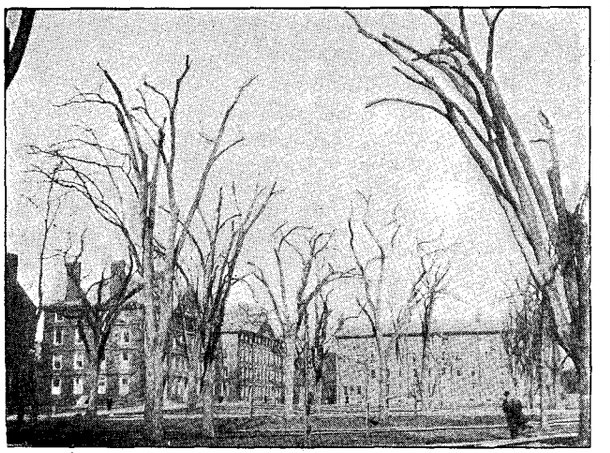
HARVARD YARD, WEST SIDE.

After the spreading branches had been repeatedly cut back in a vain attempt to rid them of their insect enemies.



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WINTER VIEW OF THE DEHORNED TREES.

Their glory has departed, never to return, and in a short time the Yard will be shadeless.

DOOM OF HARVARD'S ELMS

THE GLORY of "The Elms of Dear Old Yale" is mostly a thing of the past, except in song and story. Some were cut down to make room for new buildings, others have fallen victims to moth and worm. And now, apparently, it is Fair Harvard's turn. Her elms, tho not, perhaps, as famed as New Haven's, were still glorious, but she has been unable to save them. Frederick E. Olmsted tells, in *Country Life in America* (June), how the elms on Boston Common have been saved, and hints that a famous university might have commanded the necessary interest, skill, and cash to do as much for her own dooryard. Apparently, however, it is now too late. He says:

"Half a dozen years ago the elms in the Harvard Yard were remarkably beautiful trees. To-day, with a few straggling exceptions, they stand crippled, withered, and dying, lingering for the ax. The Yard has lost its glory.

"The story of their downfall is typical of the struggle for existence which many shade-trees in the vicinity of Boston have made in recent years. The fight has been not against a single enemy, but against many. The gipsy and brown-tail moths, the elm-leaf beetle, the elm-bark borer, and the leopard-moth followed one another in quick succession as if leagued in a well-planned campaign of destruction, striking repeated blows without allowing intervals for recovery.

"It is probable that if the elms had been able to draw from the soil the nutriment needed to restore their weakened vitality, many of them might have survived. Unfortunately, however, the Harvard Yard is little better than a gravel-pit covered with a few feet of dry, closely packed sand, an impoverished soil through which the rains escape as through a sieve. While the insect attacks were at their worst the rainfall was exceptionally low for several consecutive seasons, making a combination of unfavorable conditions which was remarkable.

"In spite of all this, and in the light of present knowledge, is it not possible that a large number of the old trees might have been saved? Did the University fully realize the seriousness of the situation? Did it apply remedies promptly, systematically, and vigorously? When one remedy failed, did it experiment with others in a way that was worth while? Did it spend money ungrudgingly and in a manner proportionate to the great esthetic values at stake?

"When the gipsies, brown-tails, and elm-leaf beetles descended for their more recent academic feast, successful protective measures against their ravages had been in practical use for some time. The eggs of the gipsy and nests of the brown-tail are visible to the eye and accessible to treatment for destruction. The caterpillars, moreover, feed upon the leaves and may be prevented from doing serious damage by thorough and repeated spraying. The trees in the Yard were successfully protected against the gipsy and brown-tail, but work against the elm-leaf beetle was tardy, insufficient, and at times entirely omitted. The possible damage even from this insect alone was not fully realized. A feeling was evident that the elms had always been there and always would be there in spite of various setbacks, and perhaps this feeling was responsible for the failure to supply adequate treatment with the most improved equipment, even if such a course proved expensive. Not only in this instance, but also later on in the fight, the University seemed reluctant to spend the money needed for thoroughgoing work."

But then came the leopard-moth, a much more dangerous invader than the gipsy and brown-tail, for it does not work in the open. It was fought by amputating infected branches, but this was carried so far as not only to mutilate the trees, but to sap their vitality. On Boston Common, meanwhile, conditions were very similar. Here powerful sprays checked the leaf-eating swarms before much damage had been done, and study of the leopard-moth's habits showed that 98 per cent. of the borers could be killed by clipping off little twigs, with no wholesale amputation. Soil renovation was also carried on to a large degree. Altogether Boston has spent, so far, nearly $8,000 on the preservation of the elms on her Common alone. To quote Mr. Olmsted again:

"Is it worth while? . . . Is it unreasonable to add $7,650 to the capital expense in order materially to increase the value of the land for the purpose desired? What would be the recreative value of a Boston Common stript of trees? What would the alumni of Harvard University give at the present time if they could be reasonably sure of restoring the elms of the Yard to their former glory? Would they quibble over the amount? As conditions are to-day, we may hope again to see trees of size about the college grounds, in from fifty to one hundred years. . . .

"Is it not rather odd that an American municipality, a body not scientifically governed, should bid fair to find the practical solution of a technical problem which Harvard University, with the best of experts available, gave up? At Cambridge was it lack of far-sighted policy, poor organization, drifting responsibility, or too many cooks? Perhaps a little of each.

"It seems fair to assume that something is wrong, for a university ought to be able to plant and grow trees successfully, if nothing more. In the spring of 1912 numerous young red oaks were set out about the grounds to take the place, in time, of the departing elms. It might be questioned whether their roots were in proper shape upon arrival. However that may be, it is beyond doubt that the trees were left to shift for themselves the following summer, that they suffered severely from drought, were damaged slightly by our old friend the leopard-moth, and that now by far the greater number of them are dead and gone. Is there not some room for improvement in the tree business at Harvard University?

"In conclusion, it is hardly necessary to point the moral. There is a practical lesson here for all who own shade-trees, whether individuals or communities."

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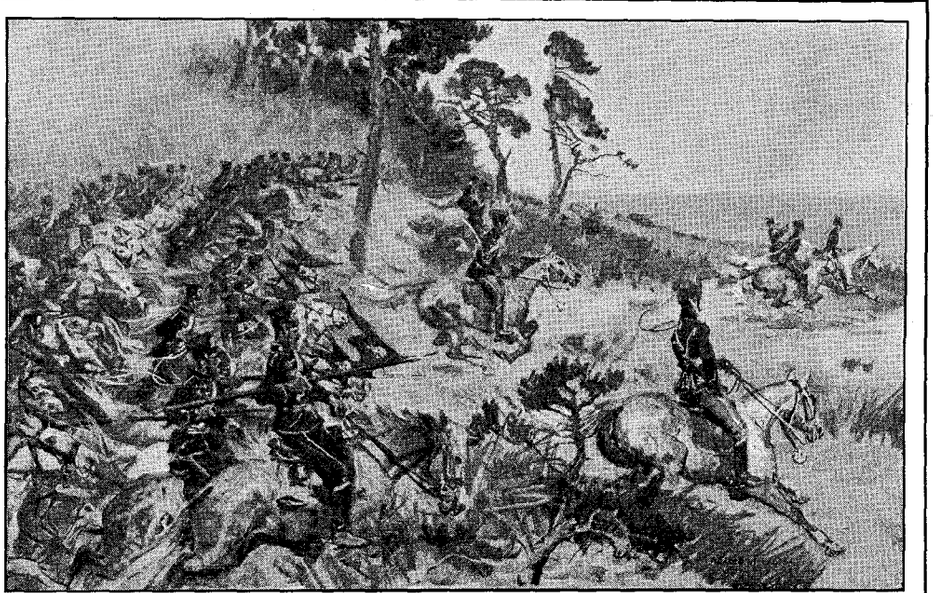
LETTERS AND ART

A PEACE BOOK SUPPREST BY THE KAISER

SO VIVIDLY are the horrors of modern warfare depicted in "The Human Slaughterhouse," by Wilhelm Lamszus, that the Kaiser, fearful lest Germany's spirit of militarism should be undermined, has prohibited the sale of the book within the Empire, and the Crown Prince himself has written and published an antidote in the form of a handsome volume, setting forth in eloquent phrases and glowing pictures the charms of a soldier's life. Altho Mr. Lamszus's book was suppressed within three months of its date of publication, it had already circulated to the extent of a hundred thousand copies, and is still continuing its career beyond the German boundaries. The author was further reproved by removal from his post as a master in one of the great German public schools, but he has since been reinstated. Modern conditions, argues Mr. Lamszus, have reduced war to an inhuman conflict between man and machinery,



MAKING WAR ATTRACTIVE.

Full-page illustration from the book written by the German Crown Prince to stimulate the war-spirit in Germany and counteract the peace ideas of such works as the one the Kaiser suppressed.

thereby stripping it of its glory and terribly increasing its horror. As a foreword to the English edition puts it, "the romance and glamour of warfare in the past are grinning lies when transferred to latter-day warfare, where long-drawn fronts of flesh and blood are opposed to machines of precision and the triumphs of the chemical laboratory." The book takes a soldier through a campaign. His regiment reaches the front on the heels of a battle, and his first impression of the battlefield with its unburied corpses is thus recorded:

"They have grown rigid in death in grotesque postures, as if Death had been trying to pose figures here. There are certain schemes of Death that are always recurring. Hands outstretched —fingers clawing the grass—fallen forward on to the face —that fellow over there lying on his back is holding his hand prest tight against his abdomen as if he were trying to stanch the wound.

"In the country I was once watching them killing sheep. There a beast lay, and was waiting for the butcher, and as the short knife cut through its windpipe and jugular vein, and the blood leapt hot from its neck, I could see nothing but the big eye, how it enlarged in its head to a fearsome stare, until at last it turned to a dull glaze.

"All the bodies lying about here, as if bleating up to heaven, have got these glazed eyes; they are lying as if they were out stretched in the abattoir. Well, to be hit and to fall down dead—there's nothing to make a fuss about that! But to be shot through the chest, to be shot through the belly, to burn for hours in the fever of your wounds, to cool your mangled body in the wet grass, and to stare up into the pitiless blue heavens because your accursed eyes go on refusing to glaze over yet—

"I turn away from them. I force myself to look past these mocking, grotesque *poses plastiques* of Death."

The narrator's baptism of fire comes when his regiment is ordered to charge a wood defended by machine-guns. We read:

"But as we rise to our feet the machine-guns in the woods begin to buzz and to rain lead into our ranks, until right and left of me men yelp and drop twisted and tumbled to the ground.

"'Down! Rapid fire!'

"The line is prone, and again we are blazing desperately into the wood, and can catch no glimpse of our enemy. Never a single arm raised against us, never the eye of a single man to challenge us. The wood, the green wood, is murdering us from afar, before a single human face comes in view.

"And while to the right and left of me the rifle fire chatters incessantly, the grim mockery of it maddens my blood, and makes me see red before my eyes. I see scale-armor and visors . . . high in their stirrups the knights burst blazing out of the wood, and I, a reckless horseman of the past, I leap into the saddle —my broad sword flashes clear and kisses the morning breeze—and now up and at them like a thunderbolt. Then eyes are flashing into mine and hands are raised for the mêlée—and stroke for stroke, breast to breast, the pride of youthful, virile strength . . . Ha-ha-ha-ha! What has happened? Where have horse and rider vanished? Where is my sword? We are not even charging men. Machines are trained on us. Why, we are only charging machines. And the machine triumphs deep into our very flesh. And the machine is draining the life-blood from our veins, and lapping it up in bucketfuls. Those who have been hit are already lying mown down in swathes behind us and are writhing on their wounds. And yet they are racing up behind us in their hundreds—young, healthy human flesh for the machines to butcher.

"'Up! Get on! At the double!'

"The gallant young subaltern dashes on . . . he is waving his sword above his head recklessly . . . a picture for a painter. I am rushing after him . . . his cheer in my ears . . . then the gallant vision begins to sway . . . the sword flies from his grasp—the subaltern stumbles and falls face forward in the short, stiff stubble . . . then I race past him. . . . I can hear nothing except the uncanny buzz coming out of the wood. . . . I literally feel how the lead is splashing into our ranks, how men are breaking down to the right and left of me. . . . 'Down! Rapid fire!' . . . I throw myself on my face, my rifle at the ready. . . . Why does the order fail to reach us? No shout comes from the subaltern, none

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from the non-coms. . . . the nearest man a good twenty paces away . . . and then one other . . . only we three. . . . . .

"The first line is lying shot down in the stubble . . . what's the next thing? The ground becomes alive behind us . . . and clattering, panting, and shouting . . . and again the wood rumbles sullenly . . . there they are, lying flat, breathing hard . . . never a word . . . rifle to the ready . . . and shot after shot . . . those are the sixth and seventh companies . . . they have filled up our gaps.

"'Up, up! At the double!'

"The head is plunging on, the body after it, into the zone of bullets, and dashing forward with eyes fixt greedily on the ground to spy out the nearest molehill when we fling ourselves down. And when the excited 'Down!' o'erleaps itself, we, too, tumble down as if we had been swept away. And look, it is advancing to meet us, that murderous wood . . . 'Up! At the double!' . . . who can tell whether he has been hit or not? . . . behind there, out of the undergrowth—that's where it came from . . . that's where the streak of bullets flashed . . . there between the white larch trunks the beam of lead leaped out to meet us . . . over there, behind that green wall, that's where Murder is sitting, and shooting our arms and legs away from our trunks."

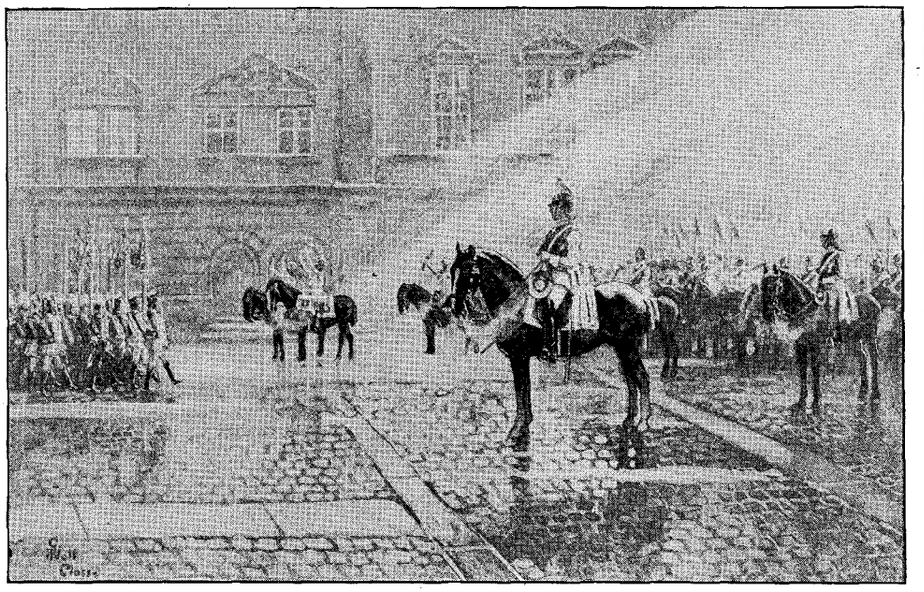
This charge, however, ends in victory. Later comes a ghastly picture of a rout, and then the description of a night attack over ground that has been mined. The signal for the assault has sounded, and the soldiers, in closed ranks, "are rolling with a roar over the field," when the explosion comes—

"The earth has opened her mouth . . . lightnings, crashes, and thunderings, and the heaven splits in twain and falls down in flame!—the earth whirls upward in shreds . . . men and the earth blaze and hurtle through the air like catharine wheels . . . and then . . . a crash, a maddening uproar, strikes us full in the chest, so that we reel backward to the ground, and half-consciously struggle for breath in the sand . . . and now . . . the storm is over . . . the pressure of the atmosphere relaxes off our chest . . . we breathe deep . . . only scattered, dancing flames now and squibs . . . fireworks . . .

"There rises a noise of screams and yells, an uproar so unnaturally wild and unrestrained that we cringe up closer to one another . . . and, trembling, we see that our faces, our uniforms, have red, wet stains, and distinctly recognize shreds of flesh on the cloth. And among our feet something is lying that was not lying there before—it gleams white from the dark sand and uncurls . . . a strange dismembered hand . . . and there . . . and there . . . fragments of flesh with the uniform still adhering to them—then we realize it, and horror overwhelms us.

"Outside there are lying arms, legs, heads, trunks . . . they are howling into the night; the whole regiment is lying mangled on the ground there, a lump of humanity crying to heaven."

More poignantly terrible are his descriptions of individual instances of mutilation and agony which emerge from the general background of horror—so much so, in fact, that we refrain from quoting them. Yet according to a writer in the New York *Times* (from which we take these extracts), the story does not owe any of its effect to exaggeration. Indeed, we are assured by Alfred Noyes, who supplies a preface to the American edition, that "it is appallingly reticent, and for every touch of horror in its pages the actual records of recent warfare could supply an obscure and blood-stained mass of detail which, if it were once laid before the public, would put an end to militarism in a year."



THE "POMP AND CIRCUMSTANCE" OF IT.

Another military scene from the Crown Prince's work, which was treated in our issue for May 24, page 1169.

WHAT IS NEEDED FOR NOVEL-WRITING

SOMETHING OF AMATEURISHNESS and much of autobiography, according to Mr. Arnold Bennett, are among the attributes which separate the work of the really great novelists from the output of those of lesser rank. Supremacy in the art of novel-writing has almost never gone hand in hand with a supreme mastery of technic. Indeed, "with the single exception of Turgenef, the great novelists of the world, according to my own standards, have either ignored technic or have failed to understand it." And since a writer can invent plots and select characters from life, but "can not invent psychology," when it comes to the vital tissue of his creations "he must dig it out of himself"—a process which is possible because in the personality of a born novelist "there is something of everybody."

This age has temporarily set the novel higher than any other art form, says Mr. Bennett, and "notoriously the novelist (including the playwright, who is a subnovelist) has been taking the bread out of the mouths of other artists." In short, "there is not any aspect of the interestingness of life which is not now rendered in prose fiction—from landscape-painting to sociology—and none which might not be." Wherever the novel ought to be ranked among the great traditional forms of art, he says, "it has, actually, no rival at the present day as a means for transmitting the impassioned vision of life." It is the form to which the artist with the most inclusive vision instinctively turns, because "it is the most inclusive form, and the most adaptable."

Mr. Bennett defines the novelist as "he who, having seen life, and being so excited by it that he absolutely must transmit the vision to others, chooses narrative fiction as the liveliest vehicle for the relief of his feelings." Therefore in considering his equipment "two attributes may always be taken for granted"—namely, "the sense of beauty" and "a passionate intensity of vision." Without these he would not be moved to write. But these are not enough. The attribute "whose absence renders futile all other attributes" is "fineness" or nobility of mind. On this point Mr. Bennett—writing in *The Metropolitan* (New York) for June—goes on to say:

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"A great novelist must have great qualities of mind. His mind must be sympathetic, quickly responsive, courageous, honest, humorous, tender, just, merciful. He must be able to conceive the ideal without losing sight of the fact that it is a human world we live in. Above all, his mind must be permeated and controlled by common sense. His mind, in a word, must have the quality of being noble. Unless his mind is all this, he will never, at the ultimate bar, be reckoned supreme. That which counts, on every page, and all the time, is the very texture of his mind—the glass through which he sees things. Every other attribute is secondary, and is dispensable. Fielding lives unequaled among English novelists because the broad nobility of his mind is unequaled. He is read with unreserved enthusiasm because the reader feels himself at each paragraph to be in close contact with a glorious personality. And no advance in technic among later novelists can possibly imperil his position. He will take second place when a more noble mind, a more superb common sense, happens to wield the narrative pen, and not before. What undermines the renown of Dickens is the growing conviction that the texture of his mind was common, that he fell short in courageous facing of the truth, and in certain delicacies of perception. As much may be said of Thackeray, whose mind was somewhat incomplete for so grandiose a figure, and not free from defects which are inimical to immortality."

Turning to the subject of technic, Mr. Bennett makes the remarkable suggestion that "great writers of fiction are by the mysterious nature of their art ordained to be 'amateurs':

"With the single exception of Turgenef, the great novelists of the world, according to my own standards, have either ignored technic or have failed to understand it. What an error to suppose that the finest foreign novels show a better sense of form than the finest English novels! Balzac was a prodigious blunderer. He could not even manage a sentence, not to speak of the general form of a book. And as for a greater than Balzac—Stendhal—his scorn of technic was notorious. . . . And as for a greater than either Balzac or Stendhal—Dostoievsky—what a hasty, amorphous lump of gold is the sublime, the unapproachable 'Brothers Karamazov!' Any tutor in a college for teaching the whole art of fiction by post in twelve lessons could show where Dostoievsky was clumsy and careless. What would have been Flaubert's detailed criticism of that book? And what would it matter? And, to take a minor example, witness the comically amateurish technic of the late Mark Rutherford—nevertheless a novelist whom one can deeply admire.

"And when we come to consider the great technicians, Guy de Maupassant and Flaubert, can we say that their technic will save them, or atone in the slightest degree for the defects of their minds? Exceptional artists both, they are both now inevitably falling in esteem to the level of the second-rate. . . . . .

"I begin to think that great writers of fiction are by the mysterious nature of their art ordained to be 'amateurs.' There may be something of the amateur in all great artists. I do not know why it should be so, unless because in the exuberance of their sense of power, they are impatient of the exactitudes of systematic study and the mere bother of repeated attempts to arrive at a minor perfection. Assuredly no great artist was ever a profound scholar. The great artist has other ends to achieve. And every artist, major and minor, is aware in his conscience that art is full of artifice, and that the desire to proceed rapidly with the affair of creation, and an excusable dislike of recreating anything twice, three, or ten times over—unnatural task!—are responsible for much of that artifice. We can all point in excuse to Shakespeare, who was a very rough-and-ready person, and whose methods would shock Flaubert."

Another interesting point is raised by Mr. Bennett, when he uncompromisingly declares that "first-class fiction is and must be in the final resort autobiographical." As he says:

"The novelist may take notes of phenomena likely to be of use to him. And he may acquire the skill to invent very apposite illustrative incident. But he can not invent psychology. Upon occasion some human being may intrust him with confidence extremely precious for his craft. But such windfalls are so rare as to be negligible. From outward symptoms he can guess something of the psychology of others. He can use a real person as the unrecognizable but helpful basis for each of his characters. . . . And all that is nothing. And all special research is nothing. When the real intimate work of creation has to be done, and it has to be done on every page, the novelist can only look within for effective aid. Almost solely by arranging and modifying what he has felt and seen, and scarcely at all by inventing, can he accomplish his end.

"An inquiry into the career of any first-class novelist invariably reveals that his novels are full of autobiography. But as a fact, every good novel contains far more autobiography than any inquiry could reveal. Episodes, moods, characters of autobiography can be detected and traced to their origin by critical acumen, but the intimate autobiography that runs through each page, vitalizing it, may not be detected. In dealing with each character in each episode the novelist must for a thousand convincing details interrogate that part of his own individuality which corresponds to the particular character. The foundation of his equipment is universal sympathy. And the result of this (or the cause—I don't know which) is that in his own individuality there is something of everybody. If he is a born novelist he is safe in asking himself when in doubt as to the behavior of a given personage at a given point: 'Now what should *I* have done?' And incorporating the answer! And this in practise is what he does. Good fiction is autobiography drest in the colors of all mankind."

THE POET LAUREATE

SINCE THE NEWS of Alfred Austin's death is accompanied by word that King George regards the office of Poet Laureate as useless and out of date, newspaper surmises as to the identity of Mr. Austin's successor are generally prefaced with the suggestion that he may not have one. Thus the laureateship, which had not made any very imperative claims upon the public's attention during the seventeen years of Mr. Austin's incumbency, now gains a new interest from the rumors that it is to be abolished. A very prevalent misconception of the real meaning—or meaninglessness—of the office, is corrected by a writer in the New York *Evening Post*, who points out that because "great poets have also been poet laureates"—Dryden, Wordsworth, and Tennyson are on the list—the idea is still more or less common that the laureateship is "a certificate of poetic preeminence," whereas, in reality, "it is a gift of the Crown which does not necessarily denote anything more than the expected loyalty of the recipient." Even when first instituted, says the New York *Tribune*, the office was something of an anomaly, and in modern times it had become also an anachronism, an official singer at the royal court being "as much out of place in the nineteenth century as an official jester would have been."

In the death of Alfred Austin, *The Tribune* goes on to say—

"England has lost one of her most zealous and devoted patriots, journalism has lost a competent and indefatigable craftsman, and society has lost an agreeable and estimable member. The world of letters has lost an industrious and often interesting writer, of whose pen it may confidently be said that if it was not always guided by the loftiest genius, it was never made the tool of baseness or of an unworthy cause.

"It is probable that he would himself have been most ready to confess that his demise would not be an irreparable loss to poetry. His many volumes of verse contained some pleasing compositions, but none of the first rank. Of the seventeen consecutive poets laureate, and of the perhaps twice as many who were at times thus known since Henry III.'s first *Versificator Regis*, he was neither the most eminent nor the most obscure. Yet it may be that his appointment to the place was the most fitting that could have been made."

It was Mr. Austin's misfortune, remarks the New York *World*, "to lose in public esteem by the assumption of a public honor which made him too conspicuous." It was his further misfortune to succeed Alfred Tennyson, and in spite of the four years which were allowed to elapse between Tennyson's death and Austin's appointment, he could not escape comparison with his illustrious predecessor. Altogether, "something of injustice has been done him," thinks the New York *Sun*. In the New York *Globe* we read:

"It can not be said that the late Poet Laureate disappointed

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popular expectations. He got the laurel by no natural selection, but rather as a reward for his persistent defense of things as they were and might be under conservative administration. The aspirations of his day, save as they reflected the narrow provincial pride of some of his countrymen, touched no responsive chord in his heart. Of pomp and rank he sang in fittingly stilted phrase. For the deep emotions of the people he had neither sympathy nor power of utterance. His lines on the death of Edward VII. were no less uninspired than his unfortunate attempt to glorify the Jameson raid.

"Yet Alfred Austin was not without distinction. Many of his critical essays were trenchant in style if unsound in substance, and his prose idyls, notably 'In Veronica's Garden,' breathe the breath of nature. The same is true of some of his earlier verse."

His career up to the time of his appointment to the laureateship is thus sketched in the New York *Times:*

"He was born at Headingly, near Leeds, May 30, 1835. His father was a merchant and magistrate of the Borough of Leeds, and his mother was the sister of Joseph Locke, a member of Parliament, and distinguished as a civil engineer. The family was Catholic, so Alfred was sent to Stonyhurst College, later to St. Mary's College, Oscott, and took his degree at the University of London in 1853. Throughout his youth he had scribbled somewhat, and at eighteen had progrest sufficiently to put forth a poem entitled 'Randolph.' But his parents wanted him to become a lawyer. He said of himself as a student:

"'Once I studied law for a year at the Temple, the most miserable year of my life. I fear that I knew less law when I gave it up than when I began.'

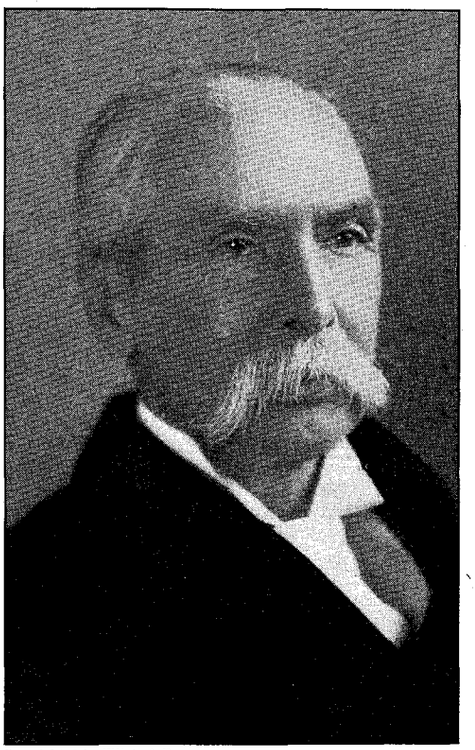
"He made the death of his father in 1861 an occasion for forsaking Blackstone and went to Italy. In the same year appeared his first acknowledged volume of verse, 'The Seasons: A Satire.' The following year 'The Human Tragedy' appeared, and thereafter volumes of verse, tragedy, and lyrics came forth at regular intervals.

"Austin also became a regular contributor to the London *Standard* and *The Quarterly Review* and qualified as a journalist. He was special correspondent for *The Standard* during the sittings in Rome of the Ecumenical Council. During the Franco-Prussian War he was assigned to the headquarters of King William. These and other experiences supplied him with material out of which he wrote, 'Russia Before Europe,' 1876; 'Tory Horrors,' 1876, which was a reply to Mr. Gladstone's 'Bulgarian Horrors.' In 1877 in the form of a letter to the Earl of Beaconsfield, his 'England's Policy and Peril,' appeared. He founded the *National Review* in 1883 in conjunction with W. J. Courthope, and edited the publication until 1893.

"During the four years' campaign in search of a candidate for the exalted position made vacant by the death of Lord Tennyson, Austin was spoken of as a journalist, a novelist, a poet, and a critic, and in that order. Several men were credited popularly with outranking him as a poet, notably Sir Edwin Arnold, Swinburne, William Watson, Kipling, and Lewis Morris. But Queen Victoria considered Arnold less scholarly, Swinburne and Morris too radical, Watson and Kipling brilliant but unproved. Nevertheless, Austin's appointment provoked much surprize both in England and this country."

Of his literary output we read further:

"Austin published three novels, 'Five Years of It,' 1858; 'An Artist's Proof,' 1864, and 'Won by a Head,' 1866. Other of his productions are: 'Interludes,' 1872; 'Rome or Death,' 1873; 'Madonna's Child,' 1873; 'The Tower of Babel,' a drama, 1874; 'Leszko, the Bastard—A Tale of Polish Grief,' 1877; 'Savonarola,' a tragedy, 1881; 'Soliloquies in Song,' 'At the Gate of the Convent,' 'Love's Widowhood, and Other Poems,' and 'Prince Lucifer.'"



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IS HE THE LAST OF THE LAUREATES?

Alfred Austin's death is thought likely to end the line that omitted as many brilliant names as it included.

As an example of his unofficial verse at its best, we quote the following, composed on his return to England from Italy:

"How stern! How sweet! Tho fresh from lands
Where soft seas lave on slumbering strands,
And zephyrs moistened by the South
Seem kisses from an infant's mouth.
My Northern blood exults to face
The rapture of this rough embrace,
Glowing in every vein to feel
The cordial caress of steel
From spear-blue air and sword-blue sea,
The armor of your liberty.
Braced by the manly air, I reach
My soul out to the approaching beach,
And own, the instant I arrive,
The dignity of being alive."

Among those mentioned by the American press as likely to succeed Mr. Austin, if he has a successor, Alfred Noyes seems to be generally considered the most eligible. Thus in the New York *Times* we read:

"The ministry of Mr. Asquith now has the opportunity to honor a third Alfred, of larger stature and still growing. Alfred Noyes is assuredly a poet of whom all Englishmen should be proud. There are wholesome vigor and imperishable charm in many of the stanzas of 'Drake,' most of which is of the true epic quality. . . "Love of country inspired 'Sherwood' and 'Tales of the Mermaid Tavern.' Alfred Noyes is still a young poet, he has never shocked royalty or offended those English folks who are sticklers for the conventions. Granted that Kipling is still to be deprived of the empty but coveted honor which so many of his countrymen would be glad to see him receive, and there is no reason now for Kipling's appointment which did not exist in the nineties, it is clear that the Government can do no better than to make Mr. Noyes the Poet Laureate, unless it is felt that the time has come to abolish the ancient office.

"If William Watson was not acceptable seventeen years ago, his deficiencies must be doubly apparent to the present Prime Minister. The 'Woman with the Serpent's Tongue' is not forgotten. Moreover, Mr. Watson's patriotism is tinged with pessimism. The star of Stephen Phillips sank some years ago; his friends predict that it will rise and shine more brilliantly than ever in his forthcoming 'Panama,' but that is of the future.

"Austin Dobson is only five years younger than Mr. Austin was, and in spite of his lyrical gifts he is the last man in the world to undertake to rise poetically to the occasion of royal weddings, births, and funerals. Perhaps, in this hour, John Masefield is England's most talked-of poet, but his style and his dominating moods do not suggest a laureate. . . . . .

"Mr. Noyes possesses all the requirements, if he is willing to accept the ancient laurel crown and perform the not very exacting duties associated with it."

A suggestion advanced by the New York *Evening Post* is that the requirements of the laureateship be made less cramping by changing its nature entirely. "Instead of being an office, whether party or national, the post might be made an honor conferred for artistic merit, carrying no obligations with it."

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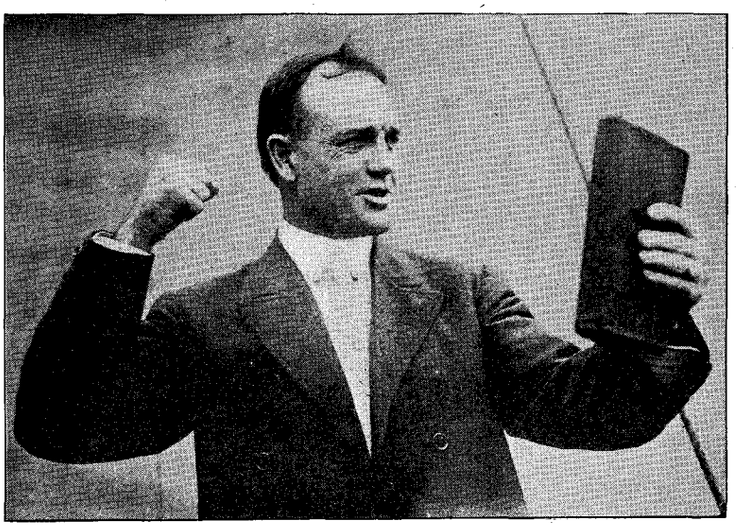
RELIGION AND SOCIAL SERVICE

THE PROBLEM OF BILLY SUNDAY

BILLY SUNDAY, EVANGELIST, is no longer a novelty, nor a curiosity, in the judgment of various writers for the religious press, who consider him plainly a problem, and argue with spirit and vigor for or against the man and his methods. Indeed, such is the "divergence of opinion among men equally interested in the building up of the kingdom of God" that *The Congregationalist* (Boston) has seen fit to publish sundry articles on either side of the question whether Billy Sunday, as "one of the outstanding figures in religious life today," is doing harm to the dignity of the Christian religion, or whether he is in truth "a powerful instrument for righteousness" raised up for the American people in their day of need. "A sort of 'scourge of God'" he is called by Bruce Barton in this paper, employed by good men to stir stagnant consciences, and Mr. Barton asks: "Does the end justify the means?" For answer he gives the record of Billy Sunday's campaign in Decatur, Ill., where in a town of 31,000 and more inhabitants he made, in six weeks, 6,209 converts and collected free-will offerings to the amount of $11,379.56. This was three years ago, and Decatur has grown rapidly in the interim, Mr. Barton reminds us.



BILLY SUNDAY IN ACTION.

"God demands an unconditional surrender."

Altho now the city is "wet" and the theaters are open on Sundays, yet the testimony of men of prominence living there is that "the civic life of Decatur is still on a plane appreciably higher than that of most of its sisters; and there is still visible—even tho in meager measure—a potential civic righteousness that gained materially in the Sunday meetings." Such is Mr. Barton's summing up of results three years after a Billy Sunday revival, and in comparing him with other professional evangelists on the score of results, he states that Mr. Sunday is supreme. A later and greater triumph—the city of Columbus, Ohio,—is also cited by this writer, in which campaign, as previously recorded in these pages, Sunday's conversions totaled 18,149, while $18,590.98 was raised for expenses and more than $21,000 for the evangelist himself. As for the criticisms, Mr. Barton observes:

"No criticisms are made of his results which are not equally pertinent to the work of all the other professional evangelists; the problem of Mr. Sunday, therefore, is really the broader problem of whether professional evangelism is a real service to the modern church."

That criticism is easier than explanation of the man is the opinion of Rev. Ernest Bowmer Allen, D.D., who contributes an article to *The Congregationalist* on "Toledo Two Years After" a Billy Sunday campaign. Altho "one can not agree with all his theology," Rev. Dr. Allen does not believe that Sunday's views upset those of any church members, especially as, in his observation, they had very few views to be upset, and were, moreover, all engrossed in "the new enthusiasm and righteousness." Of the ultimate results he says:

"The millennium has not arrived in Toledo as the result of the meetings, but the air was cleared as by a storm. The fierceness of Billy Sunday's attack on sin, the hatred his preaching inspires among sinners in the upper as well as the lower classes, his intense passion for personal and public righteousness, the vivid illustration in his own life of a man redeemed from sin—all these unite to make his work vital and as permanent as that of other evangelists."

Not of the fruits of a revival months or years back, but of immediate achievement only is Rev. P. H. Brooks, D. D., able to speak in *The Presbyterian Examiner* (Chicago), recounting facts and figures of the Wyoming Valley, Pa., revival which lasted seven weeks, ending April 13, 1913. "The greatest religious revival that persons residing in this community ever saw," Dr. Brooks calls it, referring to Wilkesbarre, Pa., the city that served as a nucleus for eighteen outlying towns. Only time can fully reveal the spiritual benefits resulting, Dr. Brooks tells us, yet we may examine certain features of the revival that class it ahead even of Billy Sunday's record at Columbus, Ohio. For example, 12,000 marched in the Sabbath-school parade at Wilkesbarre, and the witnesses and participants that filled a theater and a church afterward for service numbered 30,000. The free-will offering to Mr. Sunday amounted to $23,188.90, which is $2,259.32 more than the offering at Columbus, Ohio. Dr. Brooks is imprest also with the systematic methods of Sunday and his "harmonious and very earnest staff of ten expert coworkers," in illustration of which he furnishes this account of the advance movement of the Billy Sunday forces on a town:

"Several weeks before the arrival of the evangelist the Wyoming Valley Evangelistic Society was organized, and a number of stockholders subscribed sums of money amounting to $15,000 for the building of a tabernacle and the necessary expenses of the campaign, and two weeks before the meetings closed this amount had been collected in the ordinary collections, and in addition to this, offerings have been given to several local charitable institutions. The tabernacle was quickly and economically built, with considerable voluntary work and growing enthusiasm."

At this tabernacle the total attendance was 668,300, or "an average a little over 7,300 for each of the 94 services," we are informed in *The Christian Advocate* (Meth., New York), by Rev. Charles E. Guthrie, who shows furthermore how broad is

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Billy Sunday's appeal from the church preferences signed on cards by his converts. Only the churches of Wilkesbarre are used in this classification, we are advised:

"Baptist, 521; Disciples, 214; Congregational, 366; Evangelical, 547; Methodist, 2,919; Presbyterian, 1,862; Reformed, 281; Catholic, 104; Hebrew, 4; Lutheran, 240; Salvation Army, 39; Grace Mission, 9; Universalist, 1; Protestant Episcopal, 183; undecided, 65."

Admiration and praise incline thus toward Billy Sunday from writers of various denominations at the same time that strictures precise and spirited are laid upon him by others equally various. At this juncture it is of especial interest to have the opinion of an outsider, Rev. Donald MacLean, a prominent Australian Baptist, who is quoted in *The Baptist World* (Louisville) as saying of the evangelist:

"America seems not to have made up her mind yet in regard to him, but that he is a tremendous force for righteousness there can not be the shadow of a doubt. I heard him preach twice, and never heard anything like it. I believe there is on the side of the intellectuals a tendency to look down upon him and to speak of his preaching as so much claptrap, but no one could possibly take that view after having heard him."

After which Rev. Mr. MacLean remarks that here in the United States the "leaders are very diverse," a statement easily demonstrable if what has gone before be compared with Rev. Dr. Washington Gladden's calm but acute analysis. In *The Congregationalist* (Boston), Dr. Gladden charges Billy Sunday with intolerance and violence, first of all, and maintains that "every man whose opinions differ from those of Mr. Sunday is a liar." Dr. Gladden continues:

"Every day he mounts the judgment-seat of the universe and sends men by scores to the right hand and to the left—mostly to the left. Statistics—of a sort—were kept of the number of 'conversions'; but of the number of those sent to hell, by name, no record, I believe, was made. It is a great omission; for that is a large part of the business.

"All evolutionists are consigned to hell. Mr. Sunday names, one by one, those whom he supposes to be evolutionists, and with a dramatic gesture flings each of them into perdition. 'There goes old Darwin! He's in hell, sure!' And the enraptured audience yells its applause, as one evolutionist after another is dropt into the fiery pit. A staid Methodist preacher, who watched this performance, said afterward, 'I would never have believed, if I had not seen it, that an audience of civilized Americans could show such a spirit as that.' The scene at a Spanish bull-fight is really, when you think of it, less horrible."

And as a particular instance of Mr. Sunday's intolerance, Dr. Gladden recites as follows:

"One of Mr. Sunday's ministerial supporters in Toledo, Rev. Dr. Wallace, after listening to this sermon about the evolutionists, ventured to remonstrate with him privately. The next day on the platform Mr. Sunday turned to the protesting minister, shook his fist in his face and yelled: 'Stand up there, you bastard evolutionist! Stand up with the atheists and the infidels and the whoremongers and the adulterers and go to hell!' I have these words from Dr. Wallace himself, who adds, 'It is impossible to describe the venom with which these last words were uttered.'"

Next in the indictment of this sort of evangelism, Dr. Gladden finds its "commercial feature" a matter for concern, remarking that "it is notorious that he is making himself rich in this business of evangelism," and, adds Dr. Gladden:

"Mr. Sunday takes out of every considerable city which he visits, for an eight weeks' service, money enough to pay the average Congregational minister's salary for twenty years; and his year's accumulation would support one hundred foreign missionaries. He is not reticent about this; he preaches about it frequently and defiantly; he insists that it is nobody's business how much money he makes or what he does with it."

On the lack of real religion in Sunday's revivals, there is testimony in the remark of an earnest church-worker quoted by Rev. Henry Arthur Kernen in *The Congregationalist*:

"I saw no one by word or act showing any excess of religious feeling. Good music, a splendid organization, a howling mountebank to call in the crowd, an usher to every six seats, a personal worker to every three make it easier to go forward than to go out into the open air. I do not think that any discerning intelligence can justify giving this man the sanction of the approval of any religious organization."

Of similar mind is a writer of Columbus, Ohio, who holds, in *The Lutheran* (Philadelphia), that true followers of Christ "can not encourage Mr. Sunday's evangelism."

THE "HERESY" OF UNION SEMINARY

THE FLASHES of controversial lightning evoked in the recent Presbyterian General Assembly by the report on "closer relations" with Union Theological Seminary failed to clear the surcharged atmosphere enveloping the subject, and consequently that institution is expected to remain a theological storm-center for another year at least. By a certain element in the Presbyterian ministry, it seems, Union Seminary is regarded as a very hotbed of heresy, and the New York Presbytery, largely recruited from its graduating classes, does not escape the same suspicion. Thus when the New York Presbytery recently accepted for ordination four Union graduates whose views on certain doctrinal matters lacked the uncompromising definiteness and finality demanded by the orthodox, the Presbyterian press began to echo with warnings against the omnious peril threatening the Church, and more than one demand was made that the young men be tried for heresy. "If a large proportion of our Presbyterian Church endorses the action of the New York Presbytery," wrote one perturbed minister, "it is time for the Church to be divided in half." And this division of the sheep from the goats, he went on to say, "should also be made in other denominations, where similar heretical conditions prevail, and a new Church organized, . . . or truth will perish from the earth."

One view of the situation, together with certain facts involved, is thus set forth by a writer in the New York *Sun:*

"Union Theological Seminary of New York has captured the New York Presbytery, and in effect puts up the question to the General Assembly of Presbyterians, so all agree, whether it and New York shall rule or whether the supreme body of the whole Church shall rule. This is the surface battle. The real conflict is doctrinal. The controversy includes such questions as 'Did Christ have virgin birth? Did he rise from the dead in bodily form? Did Lazarus rise? What part of the Bible is to be believed and what not?' . . . . .

"Union Seminary was organized on a liberal basis. It went into the General Assembly and then went out again. Now it is out, altho there exists a committee to see how it may be got in again, a committee named at the instance of the New York Presbytery and its members. In a controversy growing out of the views of Prof. Charles A. Briggs, a member of its faculty, the whole Presbyterian Church was for years upset. Then followed the McGiffert heresy cases, also coming from the Union, and later the disturbances over the acceptance by the New York Presbytery of Union graduates who were in doubt as to the virgin birth of Christ and other things declared vital by the Confession and the Assembly."

Among the four graduates accepted by the New York Presbytery in spite of their admission to the examiners that they desired more evidence before they could form definite opinions concerning the virgin birth of Christ, the authenticity of the Pentateuch, the canonical standing of the Gospel according to St. John, and the Resurrection, was Tertius Van Dyke, son of the Rev. Dr. Henry Van Dyke. In a sermon preached at his son's ordination, Dr. Van Dyke, referring with deep feeling to the protests registered against these candidates, demanded that if the

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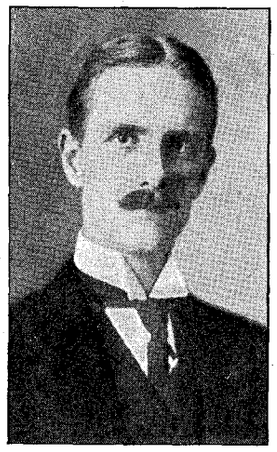
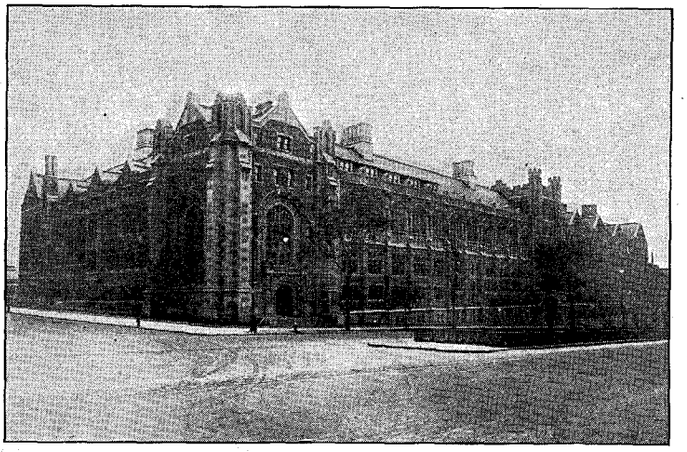
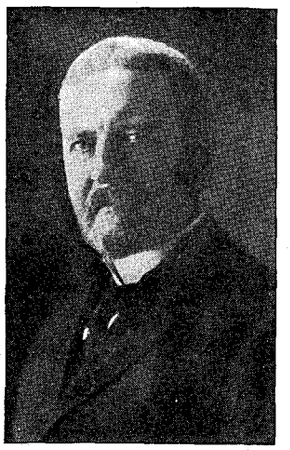


THE REV. TERTIUS VAN DYKE.



UNION THEOLOGICAL SEMINARY.



THE REV. DR. FRANCIS BROWN.

Union Theological Seminary, New York, has been called "the greatest theological storm-center in America." Dr. Brown, himself a graduate of the Seminary, has been its president for the past five years. Mr. Van Dyke, who follows in the steps of his father and grandfather in entering the Presbyterian ministry, is one of the latest graduates to be challenged on the subject of his orthodoxy.

Assembly wanted a heresy trial they should "try it on a grown man," and not on "eager-hearted, sensitive boys." Taking as his text, "For the letter killeth, but the spirit giveth life," he said in part:

"You know that a new attempt has been made lately in the Presbyterian Church to exalt the letter above the spirit in judging of the fitness of men for the Christian pulpit. Four true-hearted and devoted young men, among whom is my dear son, who is to be ordained to-night, have offered their lives to the service of Christ in the ministry. They have confest their faith in God the Father as the almighty ruler of the universe, in the Holy Spirit speaking in the Bible as the supreme authority in matters of religion, and in Jesus Christ as the Divine Redeemer. But a protest has been made against their acceptance because they can not give a literal affirmation to certain test questions proposed by a theological inquisitor.

"The Presbytery of New York has warmly welcomed the young men and disregarded the protest. But it is being pushed in public and private, and the effort is made to produce a judgment that these young men are heretics and that the Church ought not to receive them as preachers of Christ.

"Well, whatever comes of the protest, I wish to take my stand with these young men. They are my brothers in the faith. If they are unfit for the ministry, I am unfit. . . . . .

"Heresy trials are the delight of the ungodly and the despair of religion. But if such a thing must come, let it be fair and brave and open. Do not try it on eager-hearted, sensitive boys. Try it on a grown man who stands with them in the liberty wherewith Christ has made us free."

The general impression seems to be that Dr. Van Dyke's challenge will not be accepted, but that the conflict between Presbyterian conservatism and Presbyterian liberalism will continue to center around the Union Theological Seminary rather than around any one of its graduates. While the conservatives, for the time being, seem to be withholding their fire, the liberal view of the situation is thus presented in the press by a New York Presbyterian minister whose name is not published:

"Throughout the East this opposition of the conservatives amounts to practically nothing, but in the West it is, may I say, more strongly developed, altho in both the East and the West it is rapidly dying out. Just as soon as any honest and intelligent man becomes acquainted with the facts he ceases his opposition. These facts are that Union Theological Seminary and what it stands for are not the unholy terrors that have been imagined. . . . . .

"There are in New York many good and worthy Presbyterians, both clerics and laymen, who, figuratively speaking, can not see further than their noses. . . . They are steeped in their own religious conceit; they are surfeited with the conviction that theirs is the only way; they are bound up by narrowness, intolerance, and an irreligious selfishness which do not accord with the character of true Christians.

"And yet these men refuse to listen to reason, to argument, or to what those who may look at things in a different light may have to say. Obstinacy is one of their chief characteristics."

When the General Assembly met in Atlanta last month, it was found that the committee on closer relations between the Church and Union Seminary had failed to agree on a unanimous report, and the lack of unanimity in the Assembly being even more marked, a new committee was appointed and the matter carried over to 1914. This postponement of the issue was not accomplished, however, until after some hot shots had been exchanged. Thus the Rev. Dr. W. S. Plumer Bryan, of the Church of the Covenant, Chicago, said that the relationship of the Presbyterian Church to Union Seminary had been one of "pain, embarrassment, and shame for the last twenty years," and he demanded that the "intolerable situation be terminated so as to preserve the property rights of the Presbyterian Church and to safeguard the young men who are entering her ministry." The venerable Dr. Francis C. Montfort, editor of the Cincinnati *Herald and Presbyter*, and a member of the committee on "closer relations," denounced "the Baal of Hindu philosophy" as enthroned in Union, and called on the Church to choose between that philosophy and the gospel of Jesus Christ. Dr. Montfort, who is practically the only one we can find to quote on this side, said in part:

"The time has come for the Church to draw the line. The issue lies between true faith and Hindu philosophy masquerading in the guise of Christianity. Here is a Hindu philosophy in a modern theological school—shall we allow this to continue?"

In reply, Dr. Francis Brown, President of Union Seminary, denied the charges of Hinduism and rationalism, and said that the seminary was conforming strictly to Christian and evangelical beliefs in its teaching. He also reminded the Assembly that Union was not a Presbyterian institution. "About one-third of our students are Presbyterian, one-fourth Methodist, and the others belong to different denominations." He said in part:

"In deference to the members of our board and faculty who are Congregationalists and Methodists, we can not and we will not adopt a statement of faith which will be strictly Presbyterian, but we are an energetic institution and Christian in our teaching. We are concerned first of all in the life of God, in the souls of men, and the training of men whose hearts have been changed by the spirit of God in Jesus Christ, without which the world can not be saved."

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MOTOR CARS

THE POSSIBLE CYCLE-CAR INVASION

DIVERSITY of opinion prevails as to just how much success awaits the coming to America from Europe of the cycle-car. Its success over there has been much exploited, but experts in America question if it will be liked here, because of its narrow tread and the many dirt roads that exist in America, these conditions making ease of propulsion and riding difficult. *Motor Age* notes that this type of car is "expected to be very soon on the roads and in the hands of thousands of American drivers." *Motor World*, on the other hand, insists on the fact that a cycle-car "can be used with comfort only where paved roads prevail; elsewhere it must prove a sorry failure." This writer's conclusion is that this vehicle "may be viewed as a will-o'-the-wisp." While a campaign of publicity "may cause a sizable demand for it, the demand will not endure."

Just what a cycle-car is few Americans outside the motor-car trade clearly understand. It has been described by one writer as "a four-wheeled car built on motor-cycle lines." The first one was built in France. It was called the Bedelia, and had the same motor as a motor-cycle has. It was chain-driven to countershaft, and had a belt drive to rear wheels without differential. Its tread was only 36 inches. Such a car could probably be produced in America for a selling price of not more than $300, while one seating a single person could be produced to sell for about $250.

Motor Age believes that in this type of car "lies the future hope of the masses for a fast, safe vehicle to carry them to and fro with cleanness and comfort at a cost within reach of the average person." It adds that this car is "perfectly applicable to American conditions" when it has been properly adapted to meet these conditions. Criticism of it "has been largely based on ignorance of the real significance of the movement." Many things possible now to high-priced cars can be done by the cycle-car "at a greatly lowered first cost and upkeep." This is accomplished, not by sacrificing fine material or first-class workmanship, but by simplicity in construction and the elimination of many unnecessary parts.

The first cycle-car ever built, the Bedelia, a French invention, has a track record of fifty-five miles an hour. In a road-race it has averaged thirty-eight miles an hour. Details in its construction are given by *Motor Age* as follows, the references being to the cut in the center at the bottom of this page:

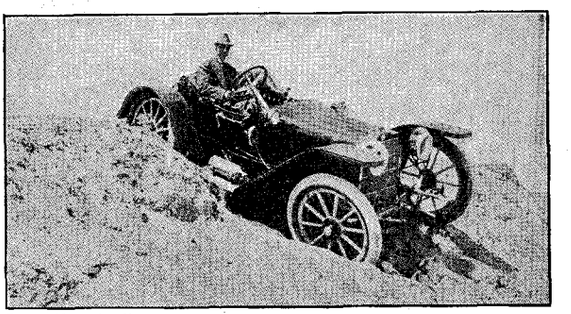
"The body part forms also the frame of the car and has no side doors; the car being so low, one can step in as easily as into a rowboat. The tread is narrow—but 36 inches—and the front axle pivots at the center on the spring tube B, which gives easy suspension. Steel cable running from the axle on either side runs back through pulleys and up to a drum on the steering-post, so that the turning of the wheel pulls the cable on either side and steers the car. Car owners who have driven this type of steering-gear say it is as sweet a control as any fitted to big cars—while it is cheap to make.

"The motor is fitted in the frame just back of the front axle, set fore and aft without clutch, a chain A running from the engine-shaft sprocket to the sprocket S on the countershaft. On the ends of the countershaft are V motor-cycle belt pulleys C, and from these run belts D to the rear wheels, around pulleys fastened directly to the wheels. The rear is supported on Lanchester-type springs, and the rear axle is fitted to be moved fore and aft by the lever L, thus, by tightening and loosening the belts, furnishing a smooth clutch action—and cheaply.

"Note the advantages of this transmission. Here two speeds are obtained by pulleys of two diameters on the counter-shaft at C; there are clutch-action without the expense of a clutch, differential action without the cost of a differential, there are efficiency of drive and sweet action which are easy on machine and rider. The steering is done by inexpensive means, yet is as fine in action as expensive constructions. The gasoline tank T is directly over the motor as on a motor-cycle, so there always is feed even on the steepest hills.

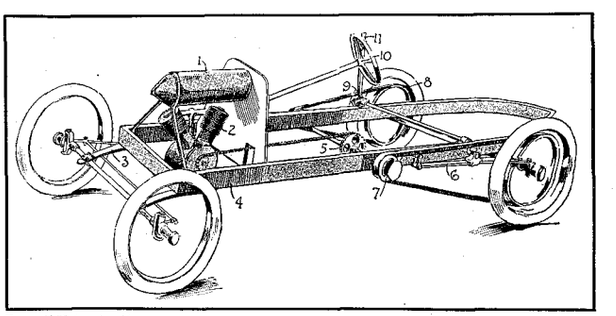
"The French car was the result of road conditions, and temperament; of the necessity of traveling over side roads full of ruts, coupled with the French temperament demanding speed. The British development followed English road and temperament conditions, coupled with trade requirements. England was producing no small cars like our Ford or Hupmobile, and was waked up to the fact that there was a field for small cars by the sight of this Bedelia. Thus the Bedelia started in England not so much a cycle-car movement as a small-car movement, as 75 per cent. of the so-called cycle-cars produced in England to date—and there are over 100 makes—are small cars and not cycle-cars at all. Many machines in England with four-cylinder water-cooled motors, three speed-and-reverse gear boxes, shaft and worm drive, with differential and side-by-side seating are called cycle-cars. Even the tyro, however, can see that they are only small cars and just as expensive to build. They sell for as high as $1,000."

Motor World, in its article declaring the cycle-car to be "a will-o'-the-wisp," says



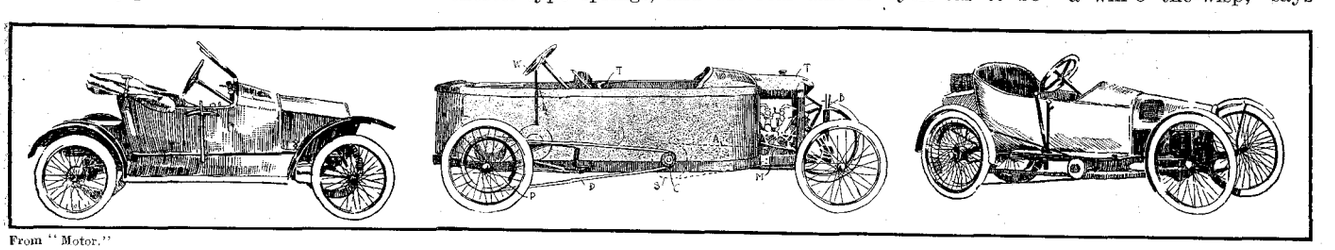
From "Motor Age."

MOTORING UNDER DIFFICULTIES IN MEXICO.



From "Motor Age"

Diagram showing the mechanism of the real cycle-car, taking the simplest and cheapest means of accomplishing a result. 1 is the gasoline tank situated over the motor (2) motor-cycle fashion. From the motor-shaft sprocket a chain runs back to a countershaft sprocket at 5, on the ends of which are pulleys (7) of two sizes, furnishing two speeds. Motor-cycle V belts, which have proved more deal for the work of these light cars than on motor-cycles even, connect these pulleys with the rear wheels. The rear axle fastens to the side springs (6), which connect with a lever (11) pivoted at 9, which moves the rear axle backward and forward to tighten and loosen the belts, thus giving a clutch effect. In French types the frame runs under the axle at the rear.



From "Motor."

AN ENGLISH CAR SEATING TWO SIDE BY SIDE,

But more like a motor-car than a cycle-car. In England are over 100 makes of small cars which have come in as results of the influence of French cycle-cars.

THE ORIGINAL CYCLE-CAR, OF FRENCH MAKE, AND CALLED THE BEDELIA.

A SINGLE-SEAT CYCLE-CAR, CALLED THE PONY,

Of which it is predicted that it will take the place of the motor-cycle in this country.

TYPES OF FOREIGN CYCLE-CARS.

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further of the unlikelihood that cycle-cars will ever become generally popular in America:

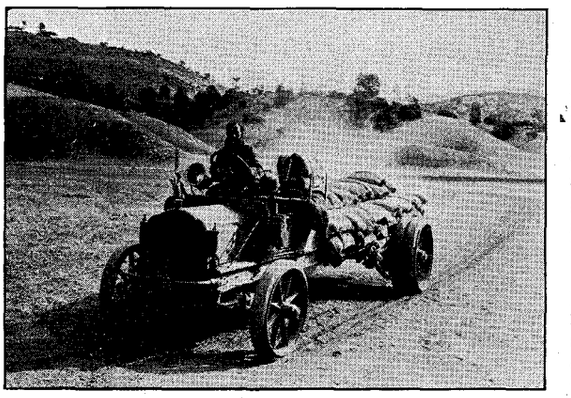
"It requires more than mere enthusiasm to share the belief that any light, toy-like, narrow-gage vehicle ever will prove practicable for use on American highways; it matters not if it costs four hundred cents or four hundred dollars, nor if it can be run into the owner's back yard and covered with a tarpaulin at night. Any vehicle that needs must run with one wheel in a rut and the other in a horse track will not be used very long by any very considerable number of people in any very considerable number of places. As the rut or wheel track usually is lower than the horse track, it means that no cycle-car, or other narrow-gage vehicle, can run on an even keel. Consequently it must run 'lopsided,' and riding 'lopsided' for any great length of time is calculated to induce curvature of the spine, spinal meningitis, or something of that sort, in those who occupy such vehicles.

"The cycle-car is neither a cycle nor a car; it has all of the disadvantages of both and none of the advantages of either, and it will prove just about as popular as its prototype, the narrow-gage railway."

Motor Age, however, recognizing the differences in conditions between this country and Europe, discusses at length the point made by *Motor World* and some others. It sees that not only are road conditions different here, but that we already produce small motor-cars cheaply, and our temperament dictates some things different from the things that satisfy Europeans. In order to make cycle-cars successful, the following problems must be met and solved:

"The American cycle-car must be able to go on rutty roads used by 56-inch-tread wagons and cars, chopped up by horses and leveled in spots by motor-car tires. This demands special tread and a standard, and possibly a new kind of spring suspension. The roughness also demands a lower center of gravity than in most foreign cars, and a long wheelbase. Bad roads and steep hills demand more gear-change range than on foreign cars. Good engineering and common sense in combination can produce a car that can meet these conditions at 25 miles an hour at least with a motor-cycle motory.

"The cheap cars now made here certainly would hinder the production in America of any of the English-type cycle-cars with gear-boxes, shaft drive, and the like, for Ford or other concerns can produce a big car more cheaply. The small car of standard tread will not go in America. It must be a new vehicle. It must be sold for at least $100 less than any cheap runabout of the car type, and have less than half the upkeep cost. The advantage of the real cycle-car as against the small-car type is that the owner himself can fix anything that may get wrong with the machine unless some engine part gives out, which is a rare thing in these days.



INDIAN SPEEDING A TRUCK IN THE FOOT-HILLS OF THE ROCKIES.

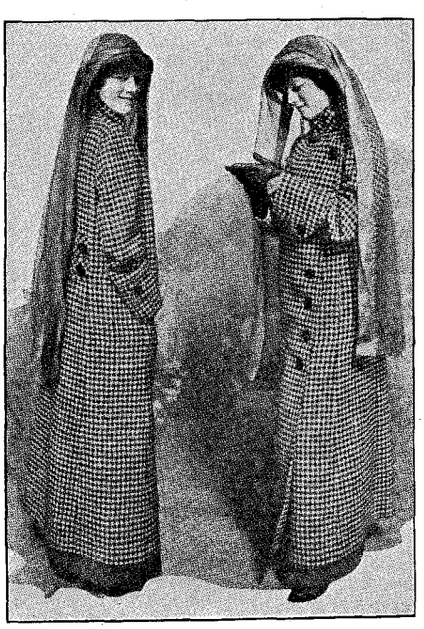
"The temperament of the American will have its effect on the sales end of the cycle-car for our use. The average American will want better looks in his car than the Bedelia gives, and will not want a machine that looks like a toy motor-car. He wants a machine that proclaims itself a new vehicle, and while a narrow tread will not bother him, he will appreciate a long, low, rakish craft such as the tandem machine is. A body, say 24 inches wide, formed stream-line, and set on a 100-inch wheelbase, will appeal to the American.

"There is no doubt but that a small car weighing in the neighborhood of 400 pounds can be built and sold for a very low price and, being capable of performing the feats of a big car, will command a large sale. Since it is a new type of car, there will be no interference in sales with the bigger motor-cars. The motor-cyclist who now takes his sweetheart on the back seat of his motor-cycle will find her next year too proud to mount the two-wheeler, and will buy a cycle-car if he can get one for a price.

"A dozen cycle-car firms have been organized and are to produce their new cars for the American trade. The movement is here. The cycle-car is an accomplished fact."

Motor World learns that serious efforts have been made to arouse the motor-cycle industry in this country to the advantage and possibilities of the cycle-car. While some makers have condemned the cycle-car, others, including one large maker and several small ones, already have in contemplation its production. Others not already identified with the motor trade "see millions in it." *Motor World* believes that the agitation for this car has already become "a doubtful means of serving the interest of the automobile industry." One of the present needs of the trade "is not more cars, but fewer of them."

Some of the advantages of the cycle-car other than first cost are set forth by *Motor Age*. While its parent, the motor-cycle, is a dirty vehicle as well as a fast one, and hence not a vehicle on which one may ride to business, a cycle-car can be made to "house the driver comfortably behind the windshield and cover him with a top when it rains." Unlike the motor-cycle, it can be used all the year round instead of six months. It need not involve any garage charges, since it can be run through an ordinary door, kept in a shed or even a cellar, not to mention in the back yard under a tarpaulin. An entire set of tires can be bought for the cost of one automobile tire. A single gallon of gasoline will propel a cycle-car from forty to fifty miles, and has been known to propel one 59.6 miles. *Motor Age* hears that four companies in Detroit have already been incorporated for making cycle-cars, and several others have been incorporated in Chicago and elsewhere. These are "the practical beginnings of an infant industry, destined with proper fostering, to grow to enormous proportions in a few years."

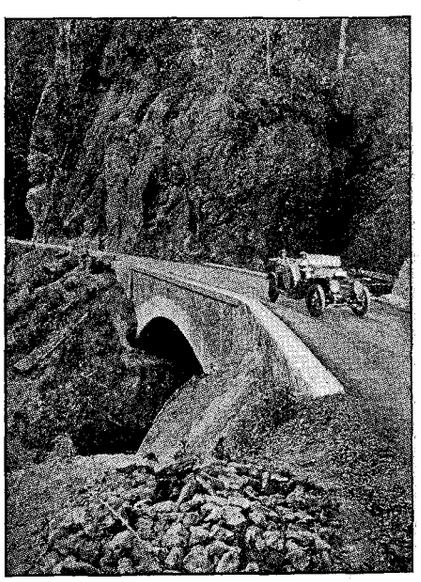


From "Motor Age."

THE LATEST DESIGN IN WOMEN'S MOTOR-COATS.

LOWER-PRICED CARS

Coincident with promises of an invasion by the cycle-car is discussion as to the production next year of substantial runabout automobile cars at prices as low as $300. A daily contributor to *The Wall Street Journal*, who uses the name "Holland," and who is respected as an observer of conditions in business, dwelt recently at length on this as a probable innovation in the trade. His letter is discust in *The Financial World*, which remarks that such a development would not be at all a startling feature of the industry, but rather a natural evolution. The writer says further:



From "Motor."

MOTORING ON A PHILIPPINE BOULEVARD.

"The automobile is fast losing the novelty it once enjoyed. No longer is it classed as a toy of pleasure for which people are willing to pay from $2,000 to $6,000 to possess and be the envy of neighbors. In its day the bicycle enjoyed popularity similar to the automobile, and wheel enthusiasts willingly paid from $125 to

(*Continued on page* 1342)

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ELECTRONIC REPRODUCTION PROHIBITED

You Can Go *Everywhere* in a Detroit Electric

HERE are a few of the places you can go in a Detroit Electric, quickly, comfortably, silently, surely:—

To the office
To the shops and stores
To school with the children
To the parks
To make calls
To the ball game
To the farm
To your down town club
To the country club
To the theatre
To church
To a picnic in the country

In fact there is no place within a radius of 30 to 50 miles where you can't go with a Detroit Electric. (And that means 60 to 100 miles round trip without recharging).

Observe that by no means are all the places listed above on city boulevards. Detroit Electric automobiles are for much more than city driving.

These are the days that call you out into the open, away from asphalt pavements and level drive-ways. In a Detroit electric you can answer the call and go out where the violets bloom—confident that you have ample power, free from worry over punctures or mechanical troubles.

For city use nothing approaches a Detroit Electric for convenience, luxury and privacy. It is the Ideal Town Car.

Detroit Electrics offer many exclusive and desirable features, such as Clear Vision body with curved glass rear panels, silent, direct shaft drive "Chainless," aluminum body panels, special Detroit Electric motors, our own Detroit Electric lead battery and other points of superiority.

Let our dealer demonstrate to you Detroit Electric merit

Anderson Electric Car Company

Detroit, Mich., U. S. A.

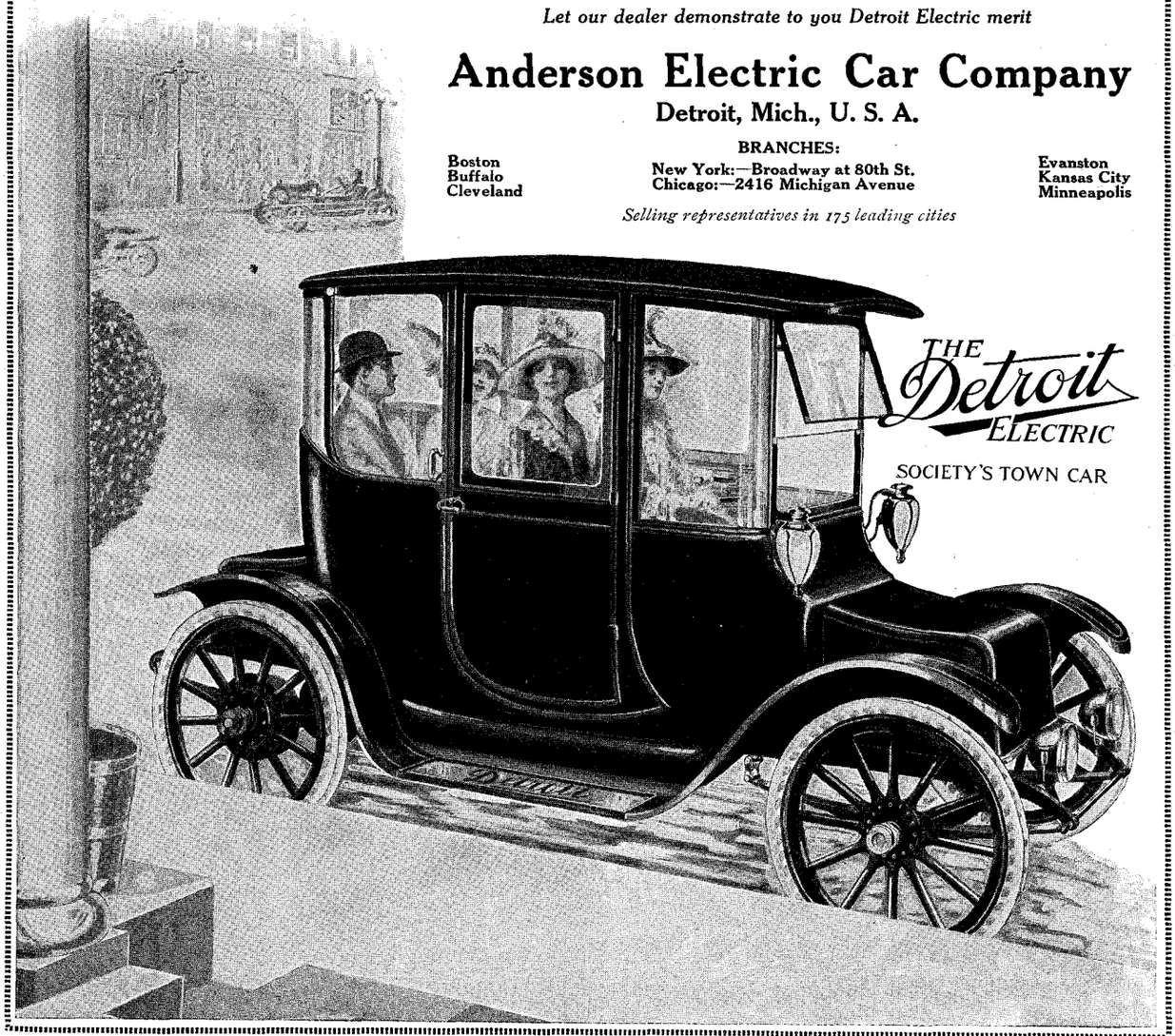
BRANCHES:

Boston
Buffalo
Cleveland

New York:—Broadway at 80th St.
Chicago:—2416 Michigan Avenue

Evanston
Kansas City
Minneapolis

Selling representatives in 175 leading cities



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MOTOR-CARS

(*Continued from page* 1340)

$175 for a wheel that is now made and sold for about $25 and at a profit.

"When the statement is made that a good automobile can not be manufactured for less than $3,000 for a seven-passenger touring-car and stand heavy wear and tear, the exponent of that theory is outside the facts, and the declaration represents more the disinclination of the makers to recognize the inevitable and squarely face it than real conditions. Were that statement the truth then there would not be any necessity for owners of high-price cars to sell them at a figure representing from 30 to 50 per cent. less than the cars originally cost. Such bargains are of every-day offering and the facts are incontrovertible, for the writer has had offered to him during the last half year any number of high-cost cars at sacrifice figures.

"'Holland's' statement is significant. Still it reflects what *The Financial World* has contended for a year past, that a price readjustment from a fancy to a reasonable basis in cost of automobiles was inevitable. The readjustment in the industry, however, will not be brought about easily. Only long-headed automobile makers, such as Henry Ford, of Detroit, foresaw the inevitable change and prepared themselves, for now he is profiting immensely through his wise and correct judgment in marketing a car at a figure within reach of the average man of means while the majority of his competitors were asleep."

QUOTED PRICES FOR AUTOMOBILE STOCKS

On the New York Stock Exchange are quoted the market prices of stocks of several corporations or companies which manufacture motor-cars or accessories. Among them are the American Locomotive Company, the General Motors Company, the Goodrich Company, and the United States Motor Company. A firm of stock brokers in Cleveland has compiled a list of automobile securities in which are included, besides those sold on the New York Stock Exchange, many others, the bid and asked price being given. Following is the list:

	Bid	Asked
Ajax-Grieb Rubber Co., com...	153	...
Ajax-Grieb Rubber Co., pref...	95	100
Aluminum Castings, pref.....	98	100
American Locomotive, com.....	32 ¼	33 ½
American Locomotive, pref.....	100	103
Chalmers Motor, com.....	125	135
Consolidated R. T. Co., com...	16	20
Consolidated R. T. Co., pref....	65	75
Firestone Tire & Rubber, com..	258	265
Firestone Tire & Rubber, pref..	105 ½	107
Garford Company, pref.....	99	101
General Motors Co., com.....	25	29
General Motors Co., pref.....	70	72
B. F. Goodrich Co., com.....	30	32
B. F. Goodrich Co., pref.....	93	94
Goodyear Tire & Rubber, com..	320	330
Goodyear Tire & Rubber, pref..	100	101
Hayes Manufacturing Co.....	...	90
International Motor Co., com..	...	7
International Motor Co., pref...	22	29
Knight Tire & Rubber Co., com.	...	100
Lozier Motor Company.....	12	19
Miller Rubber Company.....	138	148
Packard Motor Company, pref..	...	101
Peerless Motor Car, com.....	40	50
Peerless Motor Car, pref.....	...	96
Pope Manufacturing Co., com..	14	16
Pope Manufacturing Co., pref..	49	51
Reo Motor Truck Company....	...	12
Reo Motor Car Company.....	...	21 ¾
Studebaker Company, com.....	27	28
Studebaker Company, pref.....	89	92
Swinehart Tire Company.....	85 ½	89
U. S. Rubber, com.....	62	63
U. S. Rubber, first pref.....	104 ½	105
U. S. Rubber, second pref.....	75	90
U. S. Motor Company, com....	2	6
U. S. Motor Company, first pref	25	50
U. S. Motor Co., second pref...	8	25
*White Company, pref.....	104	110
Willis Overland, com.....	65	71
Willis Overland, pref.....	85	92

* Ex. dividend.

MOTOR SPIRITS AND OTHER CHEAP FUELS

An interesting feature of a recent trial of a suit in Chicago against one of the Standard Oil subsidiaries was some testimony given by the general superintendent of the refineries of that company as to the rapid increase in the use of motor spirits, the new and cheaper product obtained from petroleum as a substitute for gasoline, its use being especially recommended for motor-trucks. This superintenednt informed a correspondent of *The Wall Street Journal* that, since last February, when the company first began to make motor spirit on a commercial scale, the sales of it have reached 1,000,000 gallons in one month, this month being April. Orders had come in from all over the United States. In Northwestern Canada a single landowner had ordered two railroad tank loads.

Motor spirits sells for three cents less than gasoline. The wholesale price in Chicago is 12 cents per gallon. It is claimed for it that, in actual efficiency, it is better than gasoline by about 20 per cent. A car may be started more easily when run by it, especially in cold weather. It produces more power than gasoline, and there is a saving in the price of about 25 per cent. Objections have, however, been found to the odor. P. C. Crenshaw, who is connected with a large producing firm as general manager of its sales department, has written an interesting statement as to the process used in producing motor spirits, which is printed in *The Automobile*:

"Motor spirit is made from what was formerly known as fuel oil. It is extracted by the process of pressure distillation, Under this process it is possible to secure about as many gallons of motor spirit from a given amount of crude run as now are obtained of gasoline. Thus the total production of fuel suitable for gasoline engines can be practically doubled. Of course, this takes time. The process requires an extremely expensive plant installation—several times as expensive as is necessary in the ordinary refining process.

"Motor spirit could be refined further, deodorized, and a product could be obtained therefrom that would be identical in every way with gasoline; but to do this would bring up the cost of the product to the present price of gasoline. This would accomplish no good purpose. The odor, while pungent, is not necessarily disagreeable; it is simply a distinctive odor that is noticeable only when handling the liquid. The exhaust from an engine is not as offensive as is the exhaust from gasoline. You can ride in an automobile using motor spirit and not detect it. The color is of but little moment. We have learned to expect gasoline to be water white. The fact that the new fuel is slightly yellow has no bearing on its efficiency for power purposes, any more than if it were green or blue. There are other disadvantages in further refining this product.

"There are certain inherent properties in motor spirit that are desirable for power purposes that would be taken out in refining, principally the low boiling points, which make the starting of the car easy, for it is a fact that in cold weather a car can be started more easily with this fuel than with gasoline. There is also more power in it than there is in gasoline, and further refining would destroy this advantage, so that there is everything to be lost and nothing gained in seeking a product that

(*Continued on page* 1344)

Good For Both

Parents frequently deny children the table beverage they drink themselves, because "coffee and tea aren't good for the little folks."

It's different with

INSTANT POSTUM

This new food-drink, made entirely from wheat and the juice of sugar-cane, is genuine nourishment, and has fine color and aroma.

It tastes much like high-grade Javas, but is absolutely free from caffeine (the drug in coffee and tea) or any other harmful ingredient.

Instant Postum is regular Postum so processed that a level teaspoonful in an ordinary cup of hot water dissolves instantly and makes it right for most persons.

A big cup requires more and some people who like strong things put in a heaping spoonful and temper it with a large quantity of cream.

Experiment until you know the amount that pleases your palate and have it served that way in the future.

For a summer "cooler" add cracked ice, sugar and a little lemon juice.

Instant Postum is sold by grocers. 45 to 50 cup tins, 30c. Larger tins (90 to 100 cups), 50c.

Regular Postum (must be boiled 15 to 20 minutes) large package—about 50 cups—25c.

"There's a Reason"

for

POSTUM

Sold by grocers everywhere.

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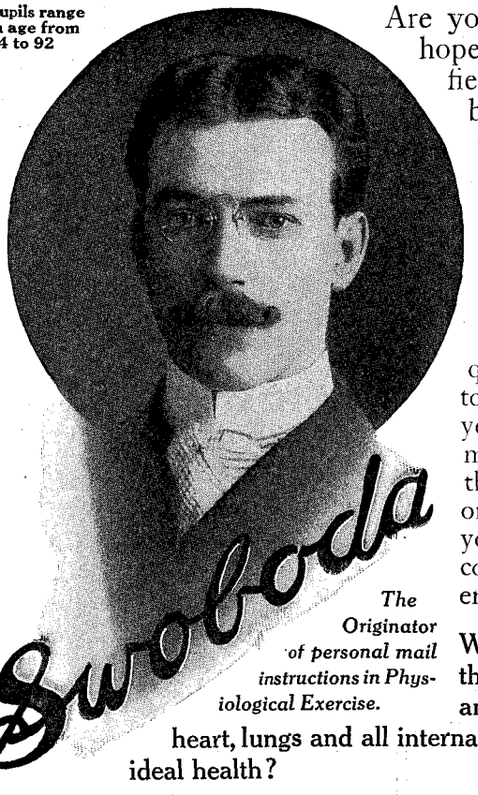
Pupils range in age from 14 to 92



Swoboda

The Originator of personal mail instructions in Physiological Exercise.

Are you as healthy, strong, well developed, vigorous, cheerful, hopeful, pleasant and as happy as you can be? Are you satisfied with yourself? Have you reason to be, or are you satisfied because you do not realize your deficiencies and fail to comprehend how much better life actually can be for you?

Remember Nature never helps the man who is satisfied with himself, even though he be the most inferior of beings.

You represent two beings: one is what you are mentally and physically, and the other what you may be. The Swoboda System can make you better than you are at present, as it has helped thousands of others to become better, mentally and physically.

If you will write for my free book, I know that I can easily and quickly prove to you that you are only half as alive as you must be to realize the joys of living in full, and that you are only half as well as you should be, half as vigorous as you can be, half as ambitious as you may be and half as well developed as you ought to be. The fact is, that no matter who you are, I can prove to you positively, by demonstration, that you are leading an inferior life, and I want to show you the only way in which you may speedily and easily, without inconvenience or loss of time, come into possession of real health, vigor, energy, development and a higher realization of life and success.

Why lead an inferior life when the Swoboda System quickly and positively strengthens the heart, lungs and all internal organs and thus promotes ideal health?

The Swoboda System with the Least Expenditure of Time, Energy and Money and with no Inconvenience Builds vigorous brains, superb, energetic bodies, develops great reserve force, strong muscles, creates a perfect circulation, by vitalizing and developing the body, brain, and nerves to their highest power.

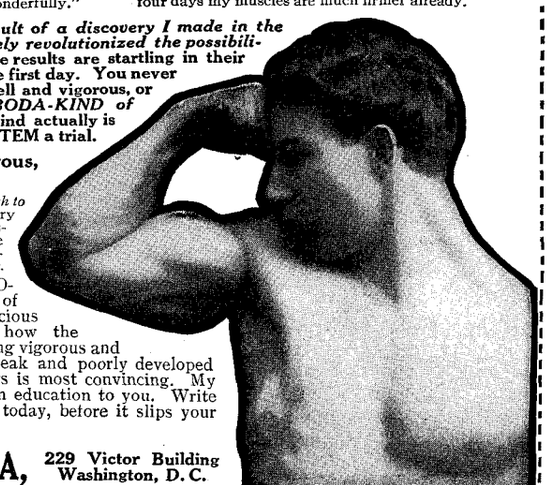
When I say that I give something different, something new, more scientific, more rational, effective, and immeasurably superior to anything ever before devised for the uplifting of the human body to a higher plane of efficiency and action, I am only repeating what thousands of prominent men and women of every country on the face of the earth, who have profited by my system, are saying for me voluntarily.

The Swoboda System is no Experiment. I am giving it successfully to pupils all over the world. I have among my pupils hundreds of doctors, judges, senators, congressmen, members of cabinet, ambassadors, governors, thousands of business men, farmers, mechanics and laborers and almost an equal number of women.

WHAT OTHERS HAVE TO SAY

"Can't describe the satisfaction I feel."
"Worth more than a thousand dollars to me in increased mental and physical capacity."
"I have been enabled by your system to do work of mental character previously impossible for me."
"I was very skeptical, now am pleased with results; have gained 17 pounds."
"The very first lessons began to work magic. In my gratitude I am telling my croaking and complaining friends, 'Try Swoboda.'"
"Words can not explain the new life it imparts both to body and brain."
"It reduced my weight 29 pounds, increased my chest expansion 5 inches, reduced my waist 6 inches."
"I can not recommend your system too highly, and without flattery believe that its propagation has been of great benefit to the health of the country."
"My reserve force makes me feel that nothing is impossible, my capacity both physically and mentally is increasing daily."
"Your system develops the will, as much as the muscle."
"I have heard your system highly recommended for years, but I did not realize the effectiveness of it until I tried it. I am glad indeed that I am now taking it."
"Your system developed me most wonderfully."
"I believe it will do all you claim for it; it has certainly made me feel ten years younger."
"I consider your system the finest thing a man can take, and would not take anything for the benefit I have received."
"Ten minutes of your exercise is equal in value to three hours of horseback riding."
"Effect was almost beyond belief."
"Chest measurement increases 5½ inches in 60 days."
"All your promises have been fulfilled."
"Swoboda system an intense pleasure."
"Muscles developed to a remarkable degree."
"Gained 20 pounds in weight."
"Did not expect such wonderful results."
"Best system I ever tried."
"Thought it impossible to get such results."
"Increased 16 pounds in 60 days."
"Gains 17 pounds, sleeps better, muscles larger."
"Your system is a recreation."
"Can not speak too highly of your system."
"Considers it a great discovery."
"Ten minutes of your system better than hours of any other."
"Very first lesson worked magically."
"Although I have only been performing the exercises four days my muscles are much firmer already."

The Swoboda System is the result of a discovery I made in the human body which has absolutely revolutionized the possibilities and effect of exercise. **The results are startling in their extent, and are noticeable from the first day. You never will know what it is to be really well and vigorous, or to comprehend what the *SWOBODA-KIND of health and energy* of body and mind actually is until you give the SWOBODA SYSTEM a trial.**



Join the Army of the Vigorous, Strong and Happy

You can be physically just what you wish to be. You can have reserve vitality for every emergency. *I guarantee it.* I offer my system on a basis which makes it impossible for you to lose a single penny. *My guarantee is startling, specific and positive.*

My new book, "EXERCISE REVOLUTIONIZED," is free. It tells of the dangers of exercise and conscious deep breathing and explains how the "SWOBODA SYSTEM" is making vigorous and strong men and women out of weak and poorly developed individuals. The evidence it offers is most convincing. My free book will be a revelation and an education to you. Write for it and my complete guarantee today, before it slips your mind. ADDRESS

ALOIS P. SWOBODA, 229 Victor Building Washington, D. C.

Why is the SWOBODA SYSTEM so successful—because it does not stop with mere primary physiological effect, but it proceeds beyond the effect of ordinary exercise, into the realm of organic evolution, through the secondary and tertiary effects. It energizes, develops, recreates and causes the body internally and externally to adapt itself, for greater success in promoting the realization of perfect health and physical organization.

Most physiologists know only of the primary effect of exercise. If my system were limited to the primary effect alone it would be no different from ordinary exercise, but the SWOBODA SYSTEM is based upon a fundamental evolutionary principle. It creates, by its secondary and tertiary reactions, results which are impossible for other exercise—results, too, which seem impossible to those who do not understand.

I not only want you to know what the SWOBODA SYSTEM can do for you but I also want you to know of the high standard of my business methods. Read

MY UNCONDITIONAL GUARANTEE
In Every Sense a Government Guarantee

When you read the testimonials you may have come to the conclusion that while no doubt THE SWOBODA SYSTEM has been of benefit to others still it may not necessarily benefit you. If you have reasoned thus, I can quite agree with you that your conclusion is logical and reasonable because very often it is true that what is of benefit to one is not always of benefit to everybody.

In order that you absolutely avoid even the possibility of risking a single penny and yet have the opportunity of demonstrating to your own satisfaction that MY SYSTEM will benefit you, and you alone, I want to say to you that I agree here and now to refund every penny which you pay me, if after ninety days' trial you do not feel that MY SYSTEM is all I claim it to be and that you are not benefited accordingly as I promised. All I ask of you is that you comply with my terms, absolute honesty and thorough co-operation, such as you expect of me, also full opportunity to do my best for you. After ninety days' trial if you are not completely satisfied I want you to say so, that you honestly believe MY SYSTEM is not what I claim, and I will refund to you your money.

Nothing could be more fair than for me to send you my instruction—let you use it—experiment with it upon yourself—demonstrate its adaptability to yourself—obtain the results and be satisfied, or find that you cannot obtain benefit, and that MY SYSTEM is not as represented without risking or losing a penn . All that you have to do, if you are dissatisfied, is to write me and say: "Mr. Swoboda: I have given your system an honest trial—have been faithful to your instructions—have taken your treatment as you prescribed and I find it is not as represented by you. It is a failure in my case, therefore, I return your instructions, and you please return the money I sent you." Is not this fair?

You have a guarantee of the United States Government that I will do as I promise, for if I did not I would be obtaining money from you under false pretences, in other words, using the mails for unlawful purposes, and I would be, therefore, subject to imprisonment if I in any way violated my contract with you.

I GUARANTEE, first, that my instructions to you will be personal and that I shall answer any question you may ask during the progress of the course.
I GUARANTEE that there is no other expense beyond the charge which I make for the instructions.
I GUARANTEE to make a better human being of you than you could ever hope to be without my system.
I GUARANTEE to *give you great reserve energy*, and put new vigor into your system, to give you greater recuperative powers and more vitality.
I GUARANTEE to make you much better, no matter how well and strong or developed you are.
I GUARANTEE better, quicker and more permanent results than can be had from drugs, tonics, food combinations, dieting, faith cures, electricity, patent devices, breathing systems, or appliances, athletics, gymnasiums, heavy weights, etc.
I GUARANTEE that my system does not in any way overtax the heart, or nervous system, on the contrary I guarantee that it strengthens both quickly.
I GUARANTEE that my testimonials are all genuine. Etc., etc., etc.

The above is a part of my full UNCONDITIONAL GUARANTEE.

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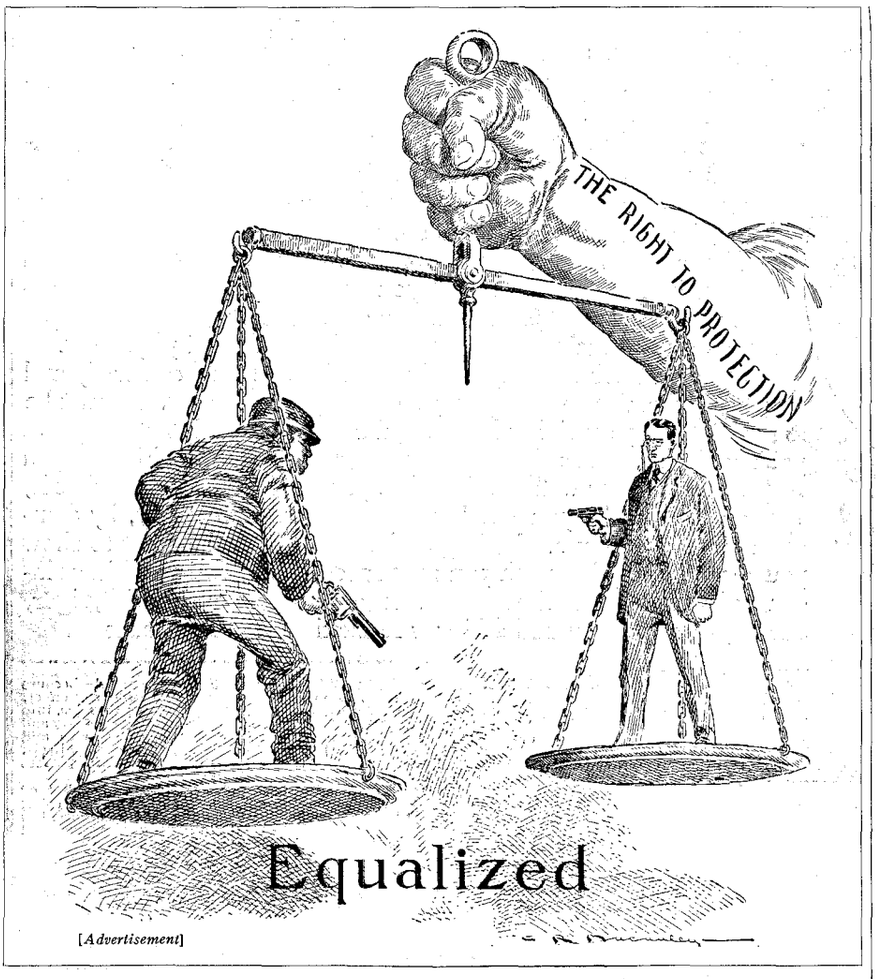

[Advertisement]

Private Water Supply Plants
THE KEWANEE SYSTEM OF WATER SUPPLY
ANY SIZE NEW YORK CITY
SEND FOR CATALOG S KEWANEE WATER SUPPLY CO. KEWANEE, ILL.
HAND OR POWER CHICAGO

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why we send our Daus Improved Tip Top Duplicator on 10 days' trial. FIRST—it proves our confidence in the machine. SECOND—By personal use, you can positively tell whether it meets your requirements. 100 copies from pen written and 50 copies from typewritten original. Complete Duplicator with "Dausco" Oiled Parchment Back negative roll $5
FELIX P. DAUS DUPLICATOR CO., Daus Bldg., 111 John St., N. Y.

Anywhere You Go This Summer

You will find a dealer with Whitman's Chocolates and Confections. He has the unique Sampler—choicest of holiday sweets. Generous assortments from ten famous Whitman's packages. Look for the Whitman agency near you.

If no Whitman agency is convenient, we will send the Sampler direct by mail on receipt of $1.00

A postcard request, with mention of this paper, will bring our "List of Good Things" by return mail.

STEPHEN F. WHITMAN & SON, Inc. Philadelphia

MOTOR-CARS

(*Continued from page* 1342)

would look a little prettier and smell a little sweeter. As is the case with gasoline, it is desirable to use a chamois filter for filling to avoid the presence of moisture."

Motor periodicals continue to discuss various phases of the cheaper fuel question. That motor spirits alone will not meet present conditions, with gasoline selling so high, and with further advances in prospect, seems to be regarded as beyond question. The use of kerosene is still under much discussion. Some experimenters have become convinced, according to *Automobile Topics*, that kerosene is "almost, if not quite, impracticable under the limitations of present designs in carbureters." At the same time, men are found who declare that they have been running cars on mixtures of gasoline and kerosene, while using only standard types of carbureters. New designs of carbureters especially adapted to kerosene are frequently heard from, but thus far "almost without exception such devices are not on the market." While some of these may soon be put out in commercial form, many designs are known to have been failures; "the trail is strewn with remnants of kerosene handling appliances that have come to naught."

HOW FRANCE WILL IMPROVE HER NATIONAL ROADS

Motorists who have toured in France, where the roads are so fine, will scarcely be prepared to learn that the Government has just undertaken to provide for still larger expenditures for the maintenance of the national highways. A credit of $6,800,000 has been allowed this year for the upkeep of 38,337 kilometers of roads. This is an increase of $400,000 over the sum set apart a year ago, and means an allowance of $243 per mile each year for maintenance alone. Moreover, it is proposed that for next year the sum set apart for maintenance be increased by another $400,000. These expenditures will be made exclusively for the maintenance of such highways as are under the direct control of the central Government. There are in France three other classes of roads, more or less controlled and maintained locally, the mileage of which is nearly ten times greater than that of the national highways. A Paris correspondent of *Motor Age* says further of these matters:

"Recent events have shown that the credit for the upkeep of French national highways is insufficient, not having kept pace with the increase of traffic, and particularly motor traffic. Even the progressive increases made since 1910 are hardly sufficient to cover the increasing wear and tear. A proposal is now before parliament to make a special allowance of $1,600,000 for the reconstruction of roads in most urgent need of repair. With a grant of this proportion and the projected increase for maintenance expenses, the roads can be got back to their original perfect condition.

"To meet the additional demands made on the highroads, the authorities are in favor of granite paving on a cement foundation. Granite blocks are small, have a smooth surface, and are set very close, the result being a perfectly smooth highway on which motor-cars can travel at the highest speeds without vibration. These

(*Continued on page* 1346)

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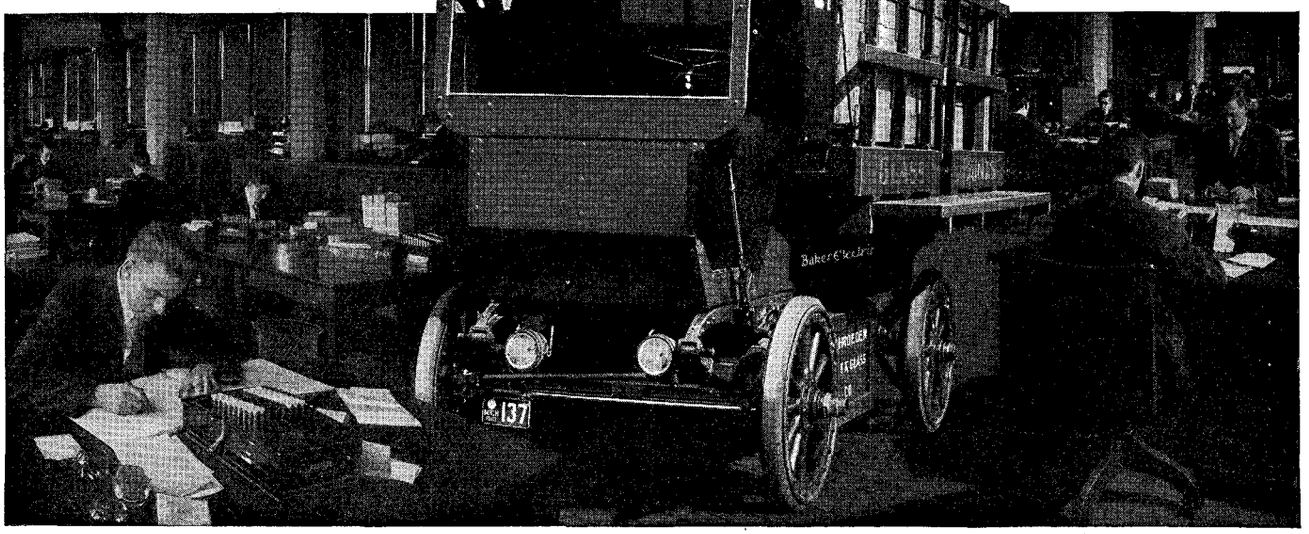
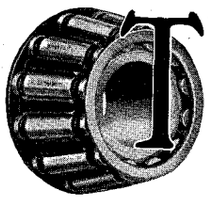
TIMKEN

BEARINGS AXLES



The Accounting Department Must Justify Motor-Haulage



THE record will go down, black on white, in your books—day by day, week by week, year by year. *Will the balance be on the right side?*

That depends on three things: No. 1—Does your business fit the truck? No. 2—Does the type of truck fit your business? No. 3—Will the truck stand up to the job after you get it? *Don't neglect No. 3.*

Look to the parts that carry the load

When the giant truck rumbles past you over the cobblestones, don't look merely at the body, *look beneath.* That's where the load comes—on the axles and their bearings.

Take a five-ton truck, for example, it weighs about 8,000 pounds, its load, 10,000 more. *Nine tons supported by the four axle* spindles!

Only long years of experience and the devotion of an entire great organization to axle-building can safely determine the size and design of those spindles, the selection and heat treatment of the steel.

It is because Timken-Detroit Axles are made by such an organization that they are standing up under so many thousands of motor trucks today, both electric and gasoline driven.

750 lbs. on a ⅝-inch roller

The nine tons rest also on the ⅝-inch rollers in the eight Timken Bearings on the four axle spindles.

And not on all of the rollers at that, because only one-fifth of the 120 rollers in the eight bearings, or 24 rollers, are actually under the load at any one time.

Think of it, nine tons on 24 rollers. 750 lbs. on each!

But Timken Tapered Roller Bearings carry this load—what's more they take the tremendous side-pressure when corners are turned, the pound and jolt of the rough roads, the extra stresses due to careless driving.

All the conditions have been foreseen by Timken Engineers—and they have established a factor of safety far enough above the 750 lbs. to *make sure of emergencies.*

Building truck axles and bearings that stand up to the work

Timken Engineers have built on the experience of all motor-truck designers and builders, domestic and foreign.

They have minutely tabulated records of their own experience, going back before the first practical conception of motor-haulage.

Timken Engineers have at their service two great organizations whose only occupations and ideals are to build the best possible axles and bearings for pleasure and commercial cars.

They can help you answer that third question with a "Yes."

You will find the whole story of axle and bearing importance—for pleasure cars as well as motor trucks—in the Timken Primers No. C-3 "On the Care and Character of Bearings," No. C-4 "On the Anatomy of Automobile Axles." Sent free, post-paid, from either address below.

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The thoroughly dependable tire is the one which possesses no possible weak spots. The fact that Kelly-Springfield Tires are made by hand subjects them to an individual scrutiny which has never yet permitted a weak spot to get by.

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They are ***distinctly better*** than other oils. Not only do they make the motor run smoothly, quietly, efficiently, but they actually ***reduce*** the cost of maintenance. They do this because they are carefully made from the finest Pennsylvania Premium Crude Oil. Scientifically tested for quality. We've been making them for 28 years and know how.

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A. W. HARRIS OIL COMPANY

326 S. Water St., PROVIDENCE, R. I 143 N. Wabash Ave., CHICAGO, ILL.

MOTOR-CARS

(*Continued from page* 1344)

roads are practically indestructible when used by rubber-shod vehicles, and offer a fairly good hold for horses. Their only disadvantages are that they are noisy when used by horses, and their cost of construction is $12,400 per mile.

"A considerable quantity of this kind of road has been laid in the neighborhood of Paris, where fast traffic is so intense that all other road-dressings perish. Owing to cost it is not intended to apply this system except in special cases. A considerable use also is being made in the metropolitan district of tar macadam roads, the road material being prepared in special mixers and laid hot without the use of water as a binder. This is a system employed to a certain extent in America and very common in England. Obviously it differs radically from the tar-painted road.

"The cost being higher than for an ordinary macadam road, it is proposed to include this system in the reconstruction scheme and obtain special grants for it. Under this plan France obtains three distinct types of road-dressing: granite blocks on cement foundation for intense traffic on national highways in the neighborhood of towns; tar macadam for heavy and fast traffic, and ordinary macadam for the main roads."

The French Government meanwhile has undertaken to give to every highway in the country a distinctive name and number and to place names and numbers on all kilometer stones and direction posts. Of the importance of this reform to motorists the same correspondent in another letter says:

"It appears but a slight reform, but in reality it is one of immense importance to motorists. All the roads in France are divided into classes: national highways, departmental highways, chemins de grande communication, etc., and each road bears a number. This classification is made use of by the authorities, who never speak of a highway as the road between Dieppe and Rouen, but as 'National Highway No. —' To indicate the position more accurately, they have only got to add 'Kilometer stone No. —' or 'Hundred-meter stone No. —' to make it possible for any person to find a desired spot as easily as he would pick out a numbered house in a numbered street.

"This system of numbering is to be given full amplification. Every kilometer post in France and every direction post under Government control will have the name and the number of the road on which it stands painted in big letters and figures. This work has already been begun and will be completed before the present touring season is in full swing.

"As all the Government and most private maps now bear the name and number of each road, it will be possible for a motorist to plan out a tour by merely writing down the names of the roads he has to follow, and there will be practically no need for a map when on the road. This system has been applied to a limited extent for a number of years, and has been made use of by experienced travelers. It was not, however, sufficiently extensive to give all the help of which it is capable.

"Under the new system, a motorist wishing to make a straight run from Havre to Nice, crossing France in its greatest length, would have need of no other instructions than 'R. N. 14, Paris, R. N. 7, Nice.' He will keep on R. N. 14 (Route Nationale 14) until it brings him to Paris; on leaving the capital he would pick up R. N. 7, and would follow it until it brought him to Nice, thus accomplishing a journey of 900 miles without any need for a map and without any necessity for asking a ques-

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tion. As the name of the road on which he is traveling is brought before him every five-eighths of a mile, it would be practically impossible to make a mistake. Should he take a wrong turn in a village, his mistake would be revealed to him, at the most, five-eighths mile farther on. Under this system a stranger totally ignorant of the language could make a run from one end of France to the other just as easily as a foreigner could follow Broadway from Bowling Green to Yonkers."

GROWTH OF THE TRUCK INDUSTRY

It is estimated that in the present year there will be produced in this country 51,586 motor-trucks, representing the output of 170 makers. The figures are based on reports made to the National Association of Automobile Manufacturers. Last year the total output of trucks by the same number of companies was 21,939. In the previous year the output of eighty-five companies was 10,655. Reports have been received for the first three months of this year only, but they are believed to be fairly indicative of the results that will come for the entire year. *The Horseless Age*, commenting on the figures, says:

"This is a rate of growth of approximately 200 per cent. annually. Reports from the 170 companies are classified as follows: Gasoline vehicle makers, 140; electric, 20; mixed systems, 3; gasoline fire apparatus, 7; tricars, 3; tractors, 2; steam, 1. The gas-electric vehicles and the tractors are made by the electric- and gas-vehicle makers.

"There has been a notable tendency to change models, particularly among the gasoline-vehicle makers. Taking account only of companies making full reports for both years, 1912 and 1913, it is found that 35 models have been dropt by the gas-car makers and 44 new models added, while the electric-vehicle makers have dropt 12 models and added 5. The changes are most pronounced in the 2,500, 3,000, 5,000, 7,000, 8,000, and 12,000-pound sizes in gasoline vehicles, and in the 1,500, 2,000, 3,000, and 7,000-pound capacities in electrics.

"The mean average price of all the commercial vehicles produced in 1912 was $1,957.37; that of the gasoline cars, $1,868.95, and of the electric vehicles $2,465.18. In 1911 the average value of all gas trucks sold appeared from the records to be $2,079.16, and for all preceding years combined was $1,955.70, while in 1911 the average price of all electrics reported was $2,759.66, and for all preceding years was $3,369.72.

INCREASING EXPORTS OF CARS

The Government report on international trade in automobiles shows for March a gain of 37 per cent. in cars exported. The most notable gain came from Great Britain, where in value it was 47 per cent. There were losses in three countries only, and these were of a minor nature. The greatest gain was made in Mexico, where the increase was 200 per cent., but this means an increase in the number of cars of only twelve. In England the increase in the number of cars was 264. Meanwhile, the decrease in imports of cars continued. As compared with March, 1912, the decline in imports in March of this year was 29 per cent. France and Great Britain lost heavily—the former 62 per cent., the latter 55 per cent. Italy and Germany, however, sold us more cars than in former years.

United States Tires are good tires

How did you pick your car?

When you bought your car you didn't choose it because you happened to like the carburetor or because of its thick upholstery or even because of its famous motor.

You got right down to the bottom of the question. You compared various cars point by point until you finally found the car that came the closest to combining all the goood points you wanted to find in your car.

Why not buy your *tires* in the same way?

Why not size up the various brands point by point and pick the tire that combines *all* those strong features that a good tire ought to have.

You want high mileage

You will get from 25 to 50 per cent. more mileage from United States Tires than any tire ever yielded up to the time the United States Tire Company was organized.

You want to avoid rim cutting

United States Dunlop Tires are the only tires ever *guaranteed* against it.

Air capacity and diameter are important

No tire ever made has a larger average air capacity or larger diameter measurements than the United States Dunlop. Get a few cross sections and prove it *with your own eyes.*

You want an easily manipulated tire

The round toe makes the United States Dunlop the most easily manipulated tire on the market.

But the prime essential is fabric strength

Strong fabric means not only high mileage but protection against blow-outs. By a process which we have perfected and control exclusively we have practically doubled the strength of United States Tires and reduced blow-outs proportionately.

These are the good points you want to find in your tires. They govern the size of your tire bills. Four-factory cooperative methods (used EXCLUSIVELY in the making of United States Tires) have enabled us to combine ALL of them in this ONE tire.

Cost no more than you are asked to pay for other kinds

United States Tire Company, New York

Complete Water Tower Outfit

ONLY $69

High grade 1000 gallon Cypress Tank and 20 ft. Steel Tower, just as shown in cut.

Tank guaranteed against decay for five years. ***Same outfit on credit*** at slightly higher price. Complete Water Works equipment. Better get our catalogue today, and our New Way Selling Plan No. 36, free for the asking.

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Athletic Union Suit

Licensed under
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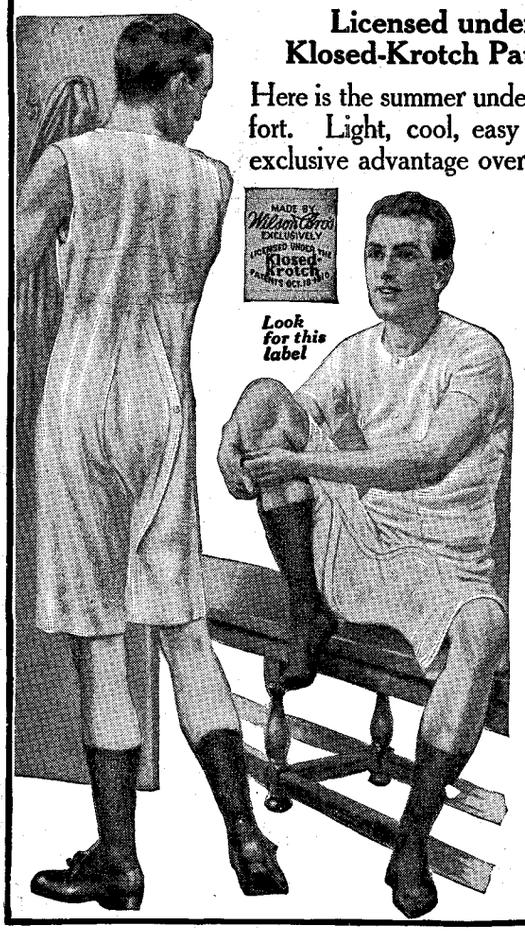
Here is the summer undergarment of absolute comfort. Light, cool, easy fitting and possessing an exclusive advantage over all underwear of this style —the most important improvement since the introduction of athletic underwear. The crotch is closed as in a pair of drawers. Front and rear openings are separate. No edges or buttons between the legs to bind or cut. Seat flap is buttoned so it can't gap or roll up in folds.



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This is the only garment of this style licensed under the Klosed-Krotch patents. Identify it by the label. At your dealer's, or he can secure from us. $1 and up.

Other furnishings bearing the Wilson Bro's mark of quality include Shirts, Gloves, Hosiery, Suspenders, Neckwear, Handkerchiefs, etc.

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CHICAGO

Why Bonds?

You no doubt have asked yourself many times, "How shall I invest my surplus money?" There are various forms of investment that can be recommended, but did you ever wonder why it is that well-to-do men, insurance companies and banks are large holders of bonds? Why not you?

We will be glad to have you confer with us about investments; and will submit our list of recommended bonds on request.

Ask for Circular V-244

Guaranty Trust Company of New York

140 Broadway

Capital and Surplus, - - $30,000,000
Deposits, - - - - - 177,000,000

—away with suspenders and belts

Adopt the only practical and hygienic way of holding your trousers up.

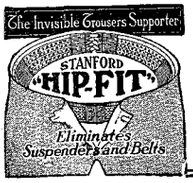
Suspenders are uncomfortable—ungainly—they drag—they make men stoop—they make them round shouldered—they tear off buttons.

Belts are stiff—binding—unhealthful.

WEAR
Stanford "HIP-FIT"

The "invisible" trousers supporter entirely eliminates suspenders and belts—gives perfect comfort—perfect neatness—perfect bodily freedom at all times, under all circumstances. Can't slip. Can't bind. Can't work out of adjustment. Takes all weight and pressure off the shoulders. Has elastic over hips and back—yields to every movement—pressure gentle and evenly distributed; acts as an abdominal support. Sanitary—cool—serviceable.

Thousands in use, all giving perfect satisfaction—no boy or man will wear suspenders or belts after wearing a "Hip-Fit." If your tailor or dealer cannot supply you, *send waist measure taken comfortably above hips under trousers,* accompanied by money order for $1, and we will promptly fill your order.



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For men with large protruding abdomen requiring more than ordinary support, we make a combination trousers and stomach supporter. Price $1.50.

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Tailors, Dealers and Side Line Salesmen are invited to write us.

CURRENT POETRY

SOME months ago we quoted from *The Masses* a poem called "At the Aquarium." We see it again in Mr. Max Eastman's "Child of the Amazons, and Other Poems" (Mitchell Kennerley). The title poem is too long for quotation in full and extracts from it would give little idea of its sustained power, so we content ourselves with quoting two brief lyrics. Mr. Eastman's book is interesting in itself, and as an illustration of a tendency evident in much modern verse, the tendency toward what may be called the social interpretation of nature. For generations poets have taken the message of the sky, and trees, and the ocean as directed personally to them; they have seen their own moods and emotions reflected in the sunshine and the rain. Now some of them are so full of social consciousness that they can not see nature without a thought of its relation to all mankind. They are consistently democratic, having little of that egotism which was once characteristic of the lyric poet. So in the two poems which we quote Mr. Eastman socializes his theme, ending both of them with addresses to mankind. His verse has a splendid pictorial quality and he writes with vigor and sincerity:

One Day in the Year

BY MAX EASTMAN

How suddenly the day is warm when Winter yields,
And Spring blows her first breath over the lonely fields!
The drifts are sinking,
The soaked earth is drinking
Their coolness in.
And all farm sounds begin;
All fowls and cattle their strange praise renew,
And a more quiet worship wakes in you.
Have you cried unto memories fleeing so fast?
This day they will answer you out of the past!

Coming Spring

BY MAX EASTMAN

Ice is marching down the river,
Gaily out to sea!
Sunbeams o'er the snow-hills quiver,
Setting torrents free!

Yellow are the water-willows,
Yellow clouds are they,
Rising where the laden billows
Swell along their way!

Arrows of the sun are flying!
Winter flees the light,
And his chilly horn is sighing
All the moisty night!

Lovers of the balmy weather,
Lovers of the sun!
Drifts and duty melt together—
Get your labors done!

Ice is marching down the river,
Gaily out to sea!
Sing the healthy-hearted ever,
Spring is liberty!

It is many years since Mr. Charles G. D. Roberts gave us any verse, and to those who remember the strength and beauty of the poems he wrote in his youth this has been the cause of genuine regret. So it is pleasant to find, in a recent issue of *The Pall Mall Magazine* the thoughtful and courageous lines which we reprint below. The years have not daunted this poet's

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heart, it seems, nor have they lessened the cunning of his hand. Particularly in the second half of this poem the phrasing is memorable for novelty and felicity.

On the Road

BY CHARLES G. D. ROBERTS

Ever just over the top of the next brown rise
I expect some wonderful thing to flatter my eyes.
"What's yonder?" I ask of the first wayfarer I meet.
"Nothing!" he answers, and looks at my travel-worn feet.

"Only more hills and more hills, like the many you've passed,
With rough country between, and a poor enough inn at the last!"
But already I am a-move, for I see he is blind,
And I hate that old grumble I've listened to time out of mind.

I've wandered too long not to know there is truth in it still,
That lure of the turn of the road, of the crest of the hill.
So I breast me the rise with full hope, well assured I shall see
Some new prospect of joy, some brave venture a-tiptoe for me.

For I have come far, and confronted the calm and the strife.
I have fared wide, and bit deep in the apple of life.
It is sweet at the rind, but, oh! sweeter still at the core,
And whatever be gained, yet the reach of the morrow is more.

At the crest of the hill I shall hail the new summits to climb.
The demand of my vision shall beggar the largess of Time.
For I know that the higher I press, the wider I view,
The more's to be ventured and visioned, in worlds that are new.

So when my feet, failing, shall stumble in ultimate dark,
And faint eyes no more the high lift of the pathway shall mark,
There under the dew I'll lie down with my dreams, for I know
What bright hill-tops the morning will show me, all red in the glow.

Realistic poetry is not necessarily vulgar and harsh. Some writers are able to express homely thoughts in homely language, and thus produce things of beauty. Robert Burns did this, and so, in his humbler way, did the late Will Carleton. The London *Spectator* prints this good example of the sort of verse we have in mind, verse that is colloquial and simple, but yet has its poetic dignity.

Angels Unawares

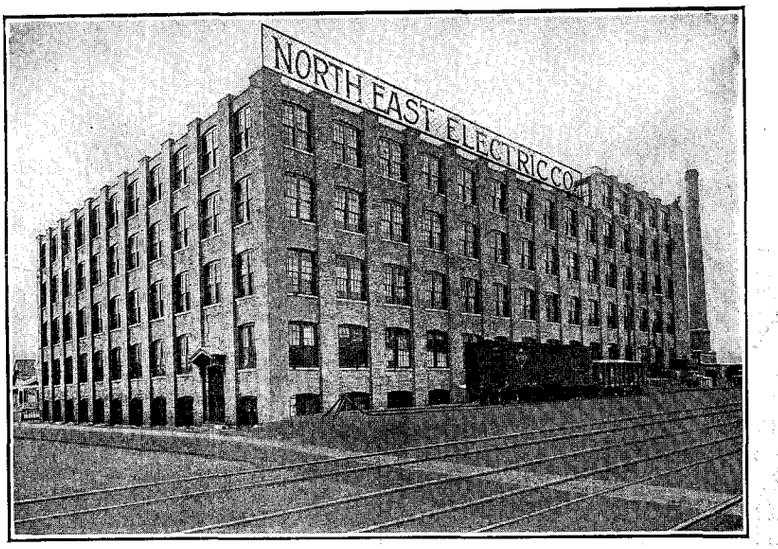
BY W. M. LETTS

She minds the childher all the day,
A baby tucked inside her shawl;
Faulting the young ones when they stray
Along the street beyond her call.

Her mother has not time to spare
For sittin' under chick or child,
So Katey has the lot to care,
The lads to keep from running wild.

The sense comes soon to thim that's poor—
Herself could scarcely walk when she
Made room for younger ones galore,
And rocked the baby on her knee.

Barefooted, with her share of dirt,
But stedfast for her years is Kate;



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The Noiseless North East Electric Starting and Lighting System

For four years we have been building electric starting and lighting systems—not so much, however, with the idea of producing in large quantities at the start, but more with the aim of turning out the highest possible quality.

We have been concentrating our efforts and our energies upon the development of our plant and of our organization, and upon the improvement of our machine.

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And this policy of placing quality before quantity has inevitably led to a constantly increasing demand for the North East System which is now standard equipment on many of the best cars.

Ask your dealer to show you the positive, noiseless action of
The North East Electric System
and specify its installation on your new car.

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20 CENTS COIN OR STAMPS

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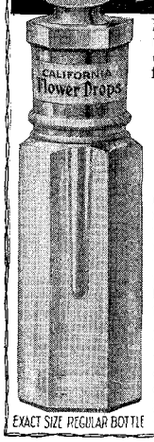

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The Afternoon Beverage

You may be spending the dreamy summer afternoon alone, or friends may drop in—make it a perfect afternoon.

Refresh yourself with Welch's. Keep a case in the house all the time. You will enjoy Welch's so much that you will want to have it ready just when you are thirsty for it.

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"The National Drink"

Its delicious flavor and perfect quality come from the finest Concord grapes, for which we pay a bonus over the market price.

If unable to get Welch's of your dealer, we will send a trial dozen pints, express prepaid east of Omaha, for $3. Sample 4-oz. bottle by mail, 10c. Booklet of recipes free.

The Welch Grape Juice Company

Westfield, N. Y.

The likes of her don't come to hurt,
Tho sure she's only rising eight.

You'll meet her streeling through the rain,
The baby sleeping on her breast,
Or by some big shop-window pane
Lookin' how quality is drest.

Happy as little kings they stand,
Staring at cakes or sweets or toys;
She has a sister by the hand,
Her skirts are clutched by two small boys.

Their faces prest against the glass,
They do be lettin' on to choose
The best of everything they pass—
Toy soldiers, dolls, or scarlet shoes.

Then through the chapel door they streel,
When Katey bids to say a prayer;
Hand clasped in hand the young ones kneel
To beg God have them in his care.

. . . . . .

There's other girls in this same street
As careless as the breeze of June;
They do be dancing on their feet
The time the organ plays a tune.

A skipping-rope is their delight,
The lamp-post serves them for a swing.
You'll say that Katey has a right
To jump with them and dance and sing.

You think her life is hard maybe?
You'd have her playing bat and ball?
But sure the best of games, says she,
Is playing mother to them all.

There is something suggestive of Browning in the wording of the following poem (from *Harper's Magazine*), but the thought of it is more like that of Mrs. Browning.

"Sweet When Life Is Done"

BY ANNE BUNNER

Sweet, when life is done, what of love?
You might leave me first—by what sign
Shall I know you then, there above?
Tho my heart should storm heaven's door,
Would the angels teach, evermore
Teach you to forget you were mine?

Tho my heaven turned hell, I would keep
Memories of earth, nor forget—
Tho the angels plead—how to weep.
Watch the tearless dead, dear, until
One shall pass with eyes quick to fill—
Mine will be the eyes that are wet,
Eyes no heaven could teach to forget.

Miss Mackellar has put a tragic intensity into this poem and she has exprest a general truth in the symbol of a personal experience. We take it from *The Spectator*.

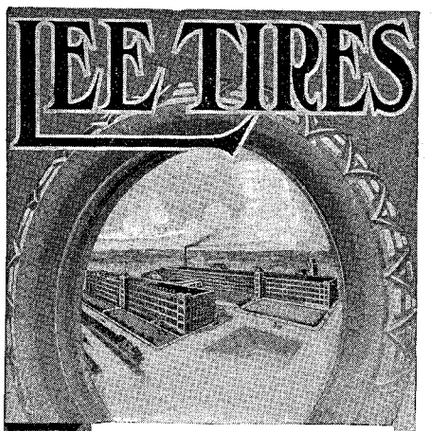
Sorrow

BY DOROTHEA MACKELLAR

My sorrow, O my sorrow, when first you came to rest
Crouched huddling on my hearthstone, I held you to my breast
And cuddled and carest you, and rocked you o'er and o'er,
My sorrow, like a baby that creeps upon the floor!

I showed you to my neighbors, I made you rimes to sing,
For I was proud to have you, the delicate small thing;
And so I nursed you always, till you are come to-day,
My sorrow, like a tiger tense-crouching for his prey.

For silently and swiftly, my sorrow, you have grown
Till you are waxed so dreadful I dare not be alone,
Alone I dare not face you, lest I be slain outright—
I pray you, monster sorrow, to sheathe your claws to-night!



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Write for Booklet "L," containing full data on its unique construction.

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(Take the place of spark plugs)

are not "new" motor equipment but they do produce new efficiency in any motor car, truck, motor boat, motorcycle, gas, gasoline or kerosene engine.

More engine power—novel firing process causes more rapid and complete explosions; maintain full power—no points to burn or displace; less fuel—usually operate on leaner or cheaper mixture.

Maintain Full Firing Efficiency

Try for 20 days. Money refunded if not as represented. Price $2.00 each net, postpaid. (Mention size and model of machine.) Further particulars on application.

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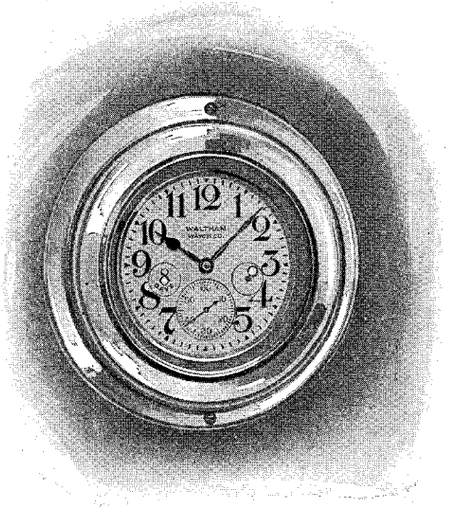
PERSONAL GLIMPSES

KENTUCKY'S PIONEER APPLE-GROWER

THE Bluegrass State is becoming famous for more desirable things than mountain feuds, "moonshining," horse-racing, and oratory of the "silver-tongued" variety. Like many of the other older commonwealths, Kentucky is rapidly developing its natural resources, and one of the men leading the work for the general betterment of the State is Edwin McCollom. Mr. McCollom has proved to the people of his section that the soil there is splendidly adapted for apple-growing—proved it by making money out of the industry himself—and, with no thought of gaining any notoriety, he has become even more than a State celebrity. The story of what he has done is told in *The Woman's Home Companion:*

Mr. McCollom, who is now sixty-nine years old, was pastor of a Presbyterian church in Henderson, one of the principal towns of the Pennyrile district of Kentucky, when his physician convinced him that he must give up his sedentary life and the obligations of the ministry; so he went into the country and bought an eighty-seven-acre farm. It happened that the farm contained two acres of old apple orchard, and that for some obscure reason—apple-growing for profit being at the time unknown in the district—the former owner had also set out thirty-two acres of young trees, now two years old. Evidently the other farmers had convinced him that his judgment was bad, for he sold the property to Mr. McCollom for five thousand dollars, its value without the trees.

Mr. McCollom knew as much about farming as an Eskimo. His neighbors assured him that nobody had ever made money growing apples in Kentucky, and that he had better cut down his orchards and plant field crops. He compromised by cutting down ten acres of the trees, and managed to make a living by raising corn, wheat, and tobacco on his sixty-three acres of cleared ground. However, being a man of intelligence, he read up on apples and concluded that he might be able to make his despised orchards worth something. The trees had not been selected, and some proved worthless, but others were of good quality. Gradually he learned how to tend them to the best advantage, and when the young trees were eight or nine years old he was selling apples by the carload and his orchard was paying dividends. Nine years ago he replanted nine of the ten acres that he had cut down. Then the people of his immediate vicinity and of three or four neighboring counties sat up and took notice. Thousands of acres of trees were planted the same year in that section of the State, and in each succeeding year the apple acreage has been increasing to an extent that has taxed the facilities of the tree nurseries of the Middle West. So Mr. McCollom, a "tenderfoot" with no practical knowledge of farming, has taught hundreds of hard-headed, experienced farmers a most profitable lesson. His own replanted nine-acre orchard is regarded as one of the finest in the South, and he could sell his property for ten times



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Timepieces of chronometer construction similar to jewelers' chronometer and to the marine chronometer purchased from us by the navy.

Adjusted for temperature, neither heat nor cold will affect its running quality.

8-day movement with an indicator on the dial which shows a red warning signal three days before the timepiece runs down.

Can be had either alone or in combination with standard speedometers.

Choice is offered of a raised dial or dial flush with the dash.

Most desirable model costs $25.

For the first time you can get an automobile timepiece *designed especially for automobiles.* This instrument is a summary of Waltham mechanical resources and skill, and in spite of hard road work it will render orthodox Waltham accuracy. In fact it will run so accurately that you can regulate your pocket watch and house clocks from it.

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If you have any difficulty obtaining this Waltham Timepiece please let us know.

Waltham Watch Company
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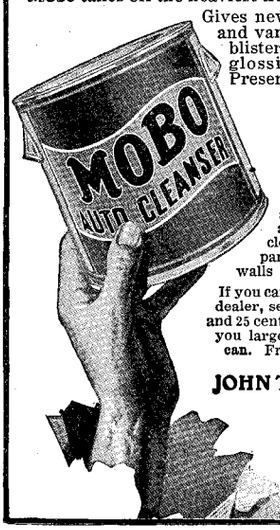
Clean your auto with MOBO

—that's how to keep your car looking new. **Mobo** takes off the heaviest travel stain.



Gives new life to paint and varnish, will not blister or streak the glossiest surface. Preserves the lustre.

Try it

Mobo is a velvety linseed-oil *soap*—the only soap to use on an auto. Good for cleaning furniture, parquetry, painted walls and the like.

If you can't buy it of your dealer, send us his name and 25 cents, and we'll send you large 1½ pound trial can. Free booklet.

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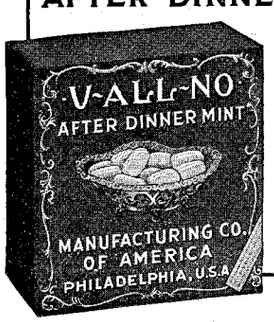

A delicious, creamy candy with a flavor all its own.

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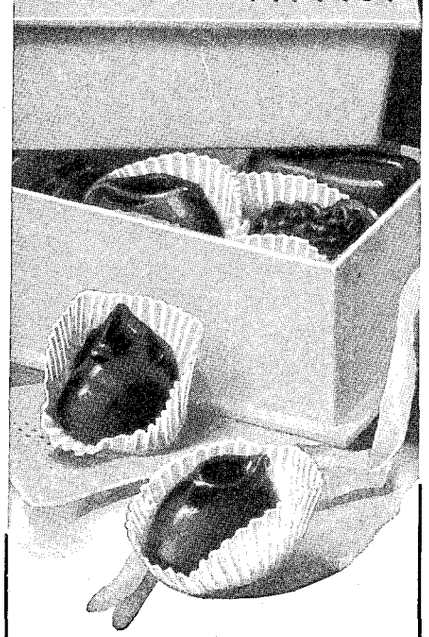

Send Us Your Name or "Her" Name

That we may send without charge a dainty box of these unusual new chocolates for her to try.

This ¼-Pound Box Without Charge

Simply send us 10c for each person you order for, to pay postage and packing (only one box to a person), and tell us where you buy your candy. We will send these delicious chocolates by return mail.

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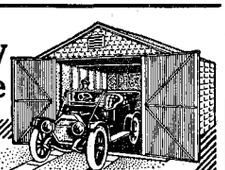

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you have a handsome building that enhances the attractiveness of any property. And due to its lightness of design, **wherever** you move to, you can take your garage right with you. Fire insurance is eliminated with the Porto Metal Garage because it is

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It comes in parts and can be erected in a few hours. It will accommodate any size automobile as it is built in seven different sizes. Beautifully illustrated catalog, giving full description and prices, sent free, upon request.

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what he paid for it. In short, he is one of those who can appreciate the old benediction that was pronounced upon a king of the Anglo-Saxons when he was crowned among his free-born people, "May he be blessed with the blessing of grapes and apples!"

ABOUT HAYWOOD

IF pieced together, the newspaper editorials denouncing William D. Haywood would probably reach from Lawrence, Mass., to Paterson, N. J. The popular impression of the I. W. W. leader, given by the hostile papers, is that he is the roughest kind of a "rough-neck," and that he is given to making melodramatic appeals to the prejudices of what is more or less vaguely described as "the mob." So, in view of this fact, it is somewhat interesting to have a picture of Haywood from the pen of a friendly writer. André Tridon, a Socialist, describes the champion of the Industrial Workers of the World in *The New Review*, a New York Socialist monthly, and as we must take the extreme views on one side with a grain of sugar, perhaps we should take this with a few drips of lemon-juice:

Haywood is simple. His speech and manner are simple. So are his clothes and his get-up. Some of the youngsters in the labor movement cultivate flowing manes and affect flowing ties, anathematize stiff collars and all but clerical, black clothes. They are burdened by their prophetic mission. Haywood's huge stature and his one damaged eye are the only things that make him conspicuous in a crowd. A Western soft hat, the collar, the tie, the suit, the overcoat that a million workingmen wear; neither foppish nor slatternly.

Almost seven foot tall and with ample girth, he lets his appearance proclaim his strength; he does not stamp or pound, he does not act the bully; he does not use invective, he never damns or swears. Having been jailed perhaps a hundred times, he does not harp on his martyrdom. He does not whine. He does not boast. He is not a hero, nor an apostle. Just a big, strapping fellow, who came from far away to do some work that had to be done, and who is going to do it regardless of what may befall him. If the police interfere with his plans he will neither be cowed nor will he provoke them to acts of violence. He will, once more, go to jail without uttering the empty words which text-books record as historical sayings.

His many encounters with the representatives of organized capital have not embittered him; he is too healthy to be bitter. Familiarity with the woes of struggling mankind has not hardened him.

Haywood is not mysterious, nor mystical; he is not distant with strangers nor unduly familiar with close associates. In a word, a poor subject for the dramatist. "Clever, shrewd, a Machiavelli," thus speak those who watched him once or twice adapting himself to the mood, the temper, the level of a thousand miners, ten young children, a group of artists, a cultured woman. Watch him some more and you will find something more humanely inter-

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No metal can touch you

You may as well get full value for the 25 or 50 cents you pay for a pair of garters. You will if you say

PARIS GARTERS

to your dealer, when you buy

Find the name on the back of the shield; don't buy unless you do find it.

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Meilink's Home Safes are built just like big office safes; with highest grade lock and bolt work and our cellular asbestos fireproofing—the most effective heat resister on the market.

The simplicity of design and finish is in harmony with any surroundings.

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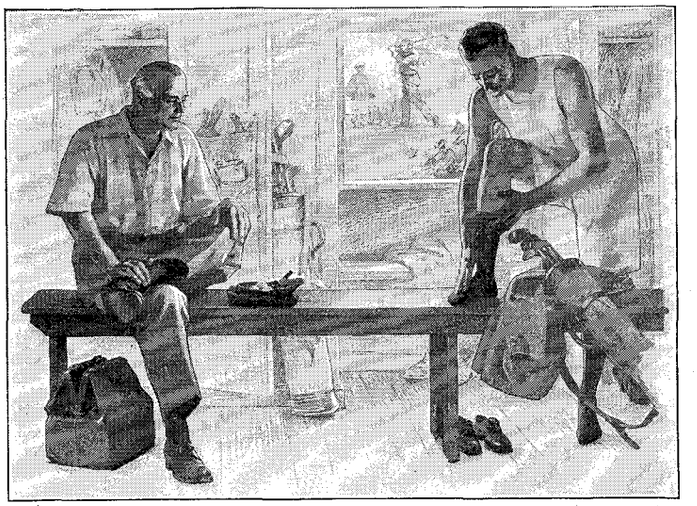
esting than Machiavellian shrewdness or cleverness: the faculty of sympathetic response. Uncover the strings of a piano and every sound in the room will call forth a sympathetic vibration of the sounding-board. Haywood vibrates sympathetically.

Haywood adapts himself to the audience, but that adaptation is the result of a reflex action, not of a conscious effort. The other day I watched him conducting a risky movement. He asked a crowd made up of perhaps twenty-five nationalities to select as many delegates, whom he sat on the stage in a row, calling upon them in turn to say a few words. The crowd had been on strike several weeks; which means that for several weeks those men, women, and children had slept their fill, rested their limbs, listened for hours to argumentation, read pamphlets; their bodies and their minds were undergoing a crucial change; races were commingling, united by the same hopes; bold, energetic men with a halo of romance had come from the ends of the continent to lead their fight. Bellies were empty perhaps, but hunger is not so fierce in idleness as in times of factory speeding. A carnival spirit pervaded the hall; and the twenty-five were lined up on the platform, self-conscious, with the weak jaw of the scared or the swagger of the panicky.

Some of them rushed to the front when called upon and repeated stock phrases; these Haywood encouraged, in order to give heart to the others. Some launched upon a lecture. Some stuttered in a choked whisper; Haywood repeated their words, editing them a little, for the benefit of the last row in the audience. Some were ridiculous and called forth a storm of mock applause and giggling; Haywood reminded the audience of the fact that the hardest workers are not the best talkers. When a sweet-faced, childlike girl, the Italian delegate, almost ran off the stage in a fit of fright, Haywood, with the attitude of a father to his young daughter or of a courtier to a princess, came to her, took her hand and with a bow presented her to the audience. And the girl, feeling safe under the protection of the tall Cyclops, found something to say and the voice to say it. But for the strong restraining hand of Haywood the audience would have jeered the poor inarticulate delegates, shouted the little girl off the stage, and then delegates and crowd, the former humiliated, the latter ashamed, would have all borne a grudge against the organizer of the performance.

As it was, the representatives of twenty-five nations gathered on the platform and, affirming the solidarity of their races in the present strike, felt thankful to Haywood and impelled thereafter to justify by deeds the trust placed in them. The crowd felt that from twenty-four men and the girl thus singled out a new activity would radiate.

Lunching once in a little restaurant patronized by Orientals, Haywood turned around and, looking into the men's faces, began to speak. The dark-eyed men laid down their cards or their forks, listened, asked questions in broken English. Haywood answered the questions slowly, in a simplified English which his Armenian or Greek audience could understand. Children drifted in. They were not boisterous, not intrusive, nor familiar. They, too,



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"How can they guarantee six months' *wear* in these *fine, mercerized* socks?" "That's easy, Dad! You'll find the answer and the truth in any Holeproof advertisement."

We pay an average of 74 cents per pound for our cotton yarn, for one thing. Cotton yarn can be had for 32 cents.

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You can get the sheerest weights if you want them—six pairs in any weight guaranteed six months. If any wear out—if a single thread breaks—you are given new pairs free. This guarantee covers every stitch, not merely heels and toes.

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Holeproof in cotton, for men, costs from $1.50 to $3.00 a box of 6 pairs. For women and children, $2 to $3 a box of 6 pairs. For infants, $1 a box of 4 pairs. Above boxes guaranteed 6 months.

Silk Holeproof for men, $2 for 3 pairs. For women, $3 for 3 pairs. 3 pairs of silk guaranteed 3 months.

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Write for the illustrated book that tells all about them and write for the name of the dealer near you who handles them.

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In proportion to size
Protects against fire, weather, thieves. A handsome, permanent building in movable form. No repair expense. Lasts a lifetime. Get a

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Complete buildings are provided in heavy, self-framing metal sections by
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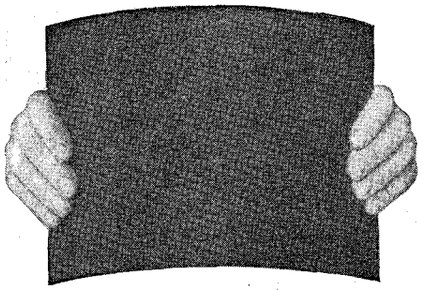

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The fact that Reynolds Asphalt Shingles may be bent to any required form does *not* imply that they are flimsy or soon destroyed. On the contrary, *they last longer than wood shingles.* They cannot warp, split, crack, curl, drop or blow off. Sun, snow, rain, hail, fail to impair their usefulness or beauty.

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are made of crushed slate or granite securely imbedded in pure asphalt. Natural colors of garnet, red or gray-green which *never fade and never need painting.* We are the original makers of flexible asphalt slate shingles and tested them for ten years before puting them on the market. They are uniform in size—8 inches by 12¾ inches—and are laid four inches to the weather. Your building-supply or lumber dealer can get them for you.

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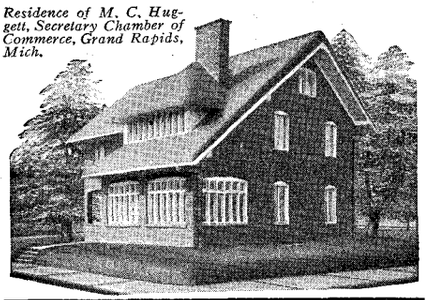

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For automobiling—driving—canoeing—yachting—camping—at picnics, baseball, football, on the veranda, the steamer; in the den, the invalid's room, the hammock; for all these uses they are always en régle. As wedding presents or birthday gifts, they will be highly appreciated. Made of finest wool in beautiful colorings by one of the oldest manufacturers in New England. Money refunded if not satisfied. Send for Booklet "E" in colors. Sales people wanted everywhere.

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listened. Now and then Haywood had a word for "the babies," and the babies, some of them fourteen or fifteen years old, drew nearer and nearer; two sat on his knees evincing the confidence of chicks nestling under the mother's wing. . . . . .

LIPTON AT CLOSE RANGE

IF anybody ever writes a biography of Sir Thomas Lipton, he will have to give considerable space to butter, because that very useful household article is responsible for the famous yachtsman's first business success. During the great Irish famine of 1846, Lipton's parents fled to Scotland, where for the next several years they were unable to make more than a scant living. Thomas at that time was ambitious to make a career, and finding times hard at home, he sought his fortune in the United States. But he failed to find any encouragement on this side of the Atlantic. After his money was exhausted and he had to spend a few nights on park benches, he returned to Scotland and set up a small shop in Glasgow. A little later he went to a fair in Ireland and bought all the butter on exhibition, having to pawn his watch to make up the sum necessary for the transaction. He disposed of the butter at a good profit and enlarged his business. And then he opened shops in other cities. In those days most business men in the United Kingdom regarded advertising as a vulgarity, but Lipton had imagination enough to see its possibilities, and he boldly covered the walls of London with pictures of gigantic pigs which he was importing from Ireland. The story is told by T. P. O'Connor, in *T. P.'s Weekly*, from which we quote:

And so the business grew and grew until in less than twenty years from the time he started as a penniless trader he had become a household word in all parts of the world. This period of Lipton's life was absolutely concentrated on his business; he had no other interest in life; he knew nobody outside business circles. Every day was the same; a modest house in the suburbs of London; some trotting-horses—this was before the era of the motor-car—a quick journey to his place of business between eight and nine o'clock in the morning; and then the whole day there until eight o'clock in the evening, when he returned to his home in the country, and after a modest meal, went to bed and prepared himself for the labors of the next day.

He told me once during these years that he had not been to a theater for years; that he never dined out; and that outside a few friends, he knew nobody in London, and never visited anybody. At the public dinner, at the theatrical party, at the ceremonials, at the receptions, at the big restaurants, at all the places where you meet what is called All London, the figure of Lipton was always conspicuous by its absence.

Then London woke up to the idea that

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"REG. U. S. PAT. OFF"

A Summer Laced Boot For Women

A trim, well made walking shoe, with modish toe and medium high heel. Made in cool, porous leathers; black, russet or white. Sizes to fit every foot.

Made with Arch Support.

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"DON'T SNORE" (U. S. PATENT) Snoring means that your lungs are not getting enough air. Our clever little device is guaranteed to prevent snoring and mouth breathing. Keeps the nostrils open and clear. Sends full currents of air into the lungs. You'll feel better and brighter when you wake up. Easily adjusted, durable, convenient. Gold filled, $1.00 postpaid. Money back if not satisfied. **Simple Device Sales Co.**, Box 503, Leesburg, Va.

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Four years ago Mr. Mothersill gave a personal demonstration of his remedy on the English Channel, Irish Sea, and the Baltic, and received unqualified endorsement from leading papers and such people as Bishop Taylor Smith, Lord Northcliffe, and hosts of doctors, bankers and professional men. Letters from personages of international renown—people we all know—together with much valuable information are contained in an attractive booklet, which will be sent free upon receipt of your name and address.

Mothersill's is guaranteed not to contain cocaine, morphine, opium, chloral, or any coal-tar products. 50 cent box is sufficient for twenty-four hours. $1.00 box for a Transatlantic voyage. Your druggist keeps Mothersill's or will obtain it for you from his wholesaler. If you have any trouble getting the genuine, send direct to the Mothersill Remedy Co., 407 Scherer Bldg., Detroit, Mich. Also at 19 St. Bride St., London; Montreal, New York, Paris, Milan, Hamburg.

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there was a remarkable and a powerful personality which it ought to capture. London is always on the look-out for captures, especially of the rich, the powerful, and the brilliant—tho its love for brilliancy, especially literary brilliancy, is less ardent and wide-spread than its adoration of wealth and power. Modest, unambitious, except in the development of his business, shy, Sir Thomas for a long time resisted all these blandishments, and continued to come every morning to his office at eight and to leave it at eight in the evening; and neither the theater nor society knew him or saw him. But at last he was approached on what is his soft side; and that is his love of the poor—those poor with whose wants his own early experiences gave him all the sympathy that comes from common experiences. And charity came in a very beautiful and irresistible embodiment in the person of Queen Alexandra—that fascinating figure which has held the whole-hearted admiration of England for two generations, and is as fresh to-day after half a century as on that first day just fifty years ago when her divine beauty of youth first captured every London heart. There were all kinds of festivities—especially for the children of the poor—to celebrate the jubilee of Queen Victoria; and Sir Thomas took a magnificent hand in them by a princely gift of £100,000 to one of the charities which Queen Alexandra was particularly interested in establishing.

Sir Thomas had at last taken the plunge into the tempestuous seas of London social life; and he was not allowed to turn back. It was one of the advantages, in contrast with the disadvantages, of the length of time he had to traverse before he reached the throne, that King Edward learned to know every section of society in his kingdom; that he was thus trained in affability, in social knowledge, in experience of life; and that he was able to recognize a real man in all classes. His predecessors had been brought up in the narrowness of the eighteenth century, in its limitation of acquaintance, in its strait-jacket of antique etiquette; he was a modern man born into a democratic epoch; and he had the nimble intelligence to realize his epoch and to move with it. And thus there were around him and close to him the great trader as well as the great nobleman; and Sir Thomas Lipton entered the charmed circle.

There was some curiosity—there was even some anxiety, at first—as to how this simple business man, who had spent his life in such retirement, who was the child of poor Irish peasants, would bear himself in this giddy and novel atmosphere of high society and courtly circles. Sir Thomas then first revealed that extraordinary social tact which is one of his most marked gifts. Modest and unpretentious, but quietly self-confident and quietly proud, he exhibited an ease and a perfect composure in these new circles, and won respect and won hearts in an ordeal so trying.

When, finally, Sir Thomas resolved to unburden himself of a little of the cares of a great and gigantic business, and when he went to the public for additions to his business, there was one of

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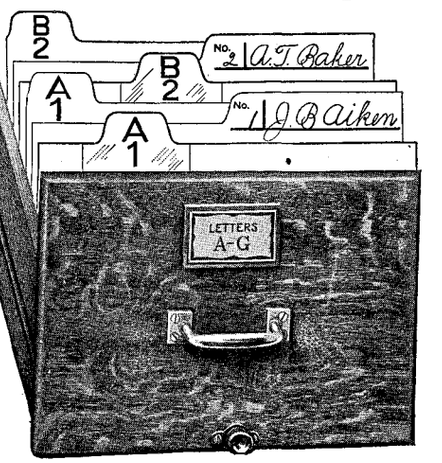

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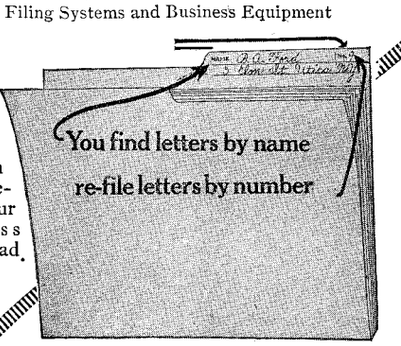

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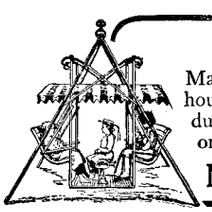

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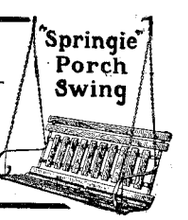

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She: I *can't* guess.
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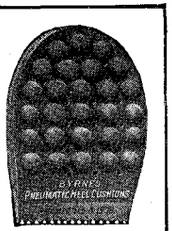

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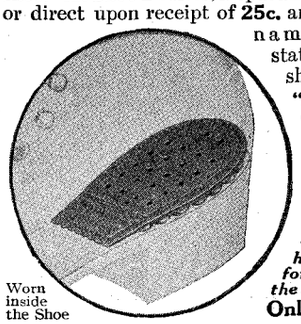
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the most curious booms that have ever been seen. People of every class tumbled over one another in their eagerness to get an allotment. Sir Thomas forgot none of his old friends in the allotments; and they got their share in the rush for the valued shares; and many of them were able to sell the shares at 100 per cent. profit, and to add welcome thousands to their fortunes. It was thus a boom which pleased everybody—the stockbroker, the jobber, the general public; and it did not leave—for the money was a good investment, too—as many booms do, any bad taste behind.

After relieving himself of some of his responsibilities, Lipton became a great yachtsman. Every summer, his boats were seen at the regattas in Germany and France as well as at home. He also became a globe-trotter, and here is a story which Mr. O'Connor got from him:

If you want some strange and curious stories of all parts of the world—and especially of the mysterious East—you have only to spend an hour or two with Lipton in his office in the City Road—stories made the spicier by the keen sense of humor which Lipton has inherited from his Celtic blood. I laughed heartily as he told, for instance, the story of the Buddhist monk he met, let us say, in the center of China, who glared at him so fixedly that Lipton began to apprehend the rush and the knife of some fanatical enemy of the Christian and the foreigner, and then, a little later, when the monk could separate himself from his fellows with their shaven heads and their habits and their beads, Lipton's surprize when he heard in excellent English, with a slight brogue, the astounding inquiry, "What the d——l has brought you here, Lipton?" and soon found that the shaved and habited Buddhist monk was as much an Irishman as himself!

Rude Interruption.—On a certain Southern golf course the sand pits are famous for their difficulty. A New York man played into one of the pits, and then curst, none the less malevolently, if silently, while he took six ineffectual strokes, raising only clouds of sand and fairly burying the ball. Presently he was aware of an interested and incredulous darky watching him.

"Whar you see dat snake you's tryin' to kill, man?" he demanded.—*New York Evening Post.*

Tricking Her.—The editor of a great magazine sent for a certain author who had submitted an unsolicited manuscript.

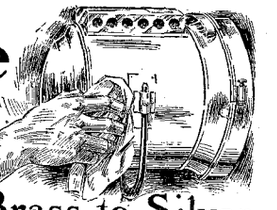
"I am glad to make your acquaintance, sir," said the editor, enthusiastically. "The story you sent us is perfectly splendid. But why use a nom de plume? Let us publish it over your own name and it will make you famous."

"I'm not after fame," objected the author. "It's money I want."

"But you'll get just as much money in either case."

"No, I won't. If I publish it over my own name, my wife will get the money."—*Cleveland Plain Dealer.*

One Rub



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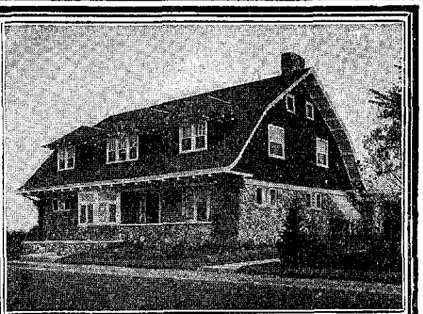

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THE SPICE OF LIFE

A Chance.—The society for the prevention of useless noises might make a start by reducing the number of cheers from three to one.—*Atchison Globe.*

Or Behind the Barn.—PARSON—"Do you know where little boys go to when they smoke?"

BOY—"Yes; up the alley."—*Cleveland Leader.*

The Cheerful Thinker.

I'd love to pay the income tax,
I'd pay it with delight;
I'd pile the stuff in precious stacks—
I'd sit up half the night.
I'd try to be the first to pay—
I'd be it if I could;
And then I'd go my cheerful way—
At least, I think I would.

Of course, I'd want an income big,
So I could pay the more;
The deeper down I had to dig
The richer stream I'd pour.
If I had coupons piled in racks,
With millions to the good,
How joyously I'd pay the tax—
At least, I think I would.

—*Cleveland Plain Dealer.*

Altruistic.—ROSE—"He said he would kiss me or die in the attempt."

MARIE—"Well?"

ROSE—"He has no life-insurance, and I pitied his poor old mother."—*Ohio State Sun-Dial.*

Tillie's Nightmare.—Tillie Clinger says she dreamed last night that she died and went to heaven in a Balkan blouse, and when she woke up she found she had been sleeping with her left hip on her hair brush.—*Dallas News.*

Tabooed Subject.—"Speaking of those campaign funds——"

"Let us not do so," replied the man who had subscribed. "There is no use of looking last year's band wagon in the taximeter."—*Washington Star.*

Getting Even.—"We are somewhat musical, and now the family next door is having the daughter take singing lessons."

"Emulation, eh?"

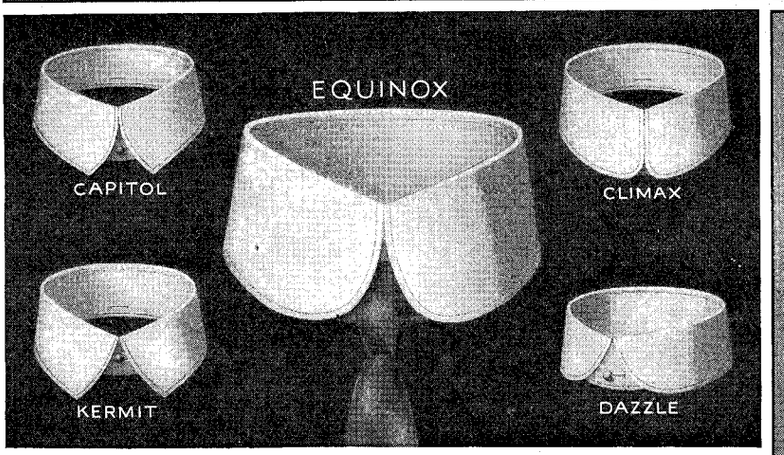
"Looks more like revenge."—*Washington Herald.*

No Relief.—The cynical person was standing in front of a part of an exhibition of local art talent labeled "Art Objects."

"Well, I suppose Art does object, and I can't blame her, but there doesn't seem to be any help for it," he finally said.—*Chicago Inter Ocean.*

One of Many.—FELLOW GUEST (who has just told humorous artist an appalling chestnut)—"Aw—thought you might illustrate it, you know. It happened to my father!"

ARTIST—"Many thanks; but what makes it even more interesting is that I must have met twenty or thirty of your brothers."—*Punch.*



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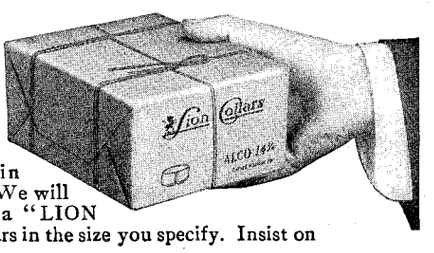

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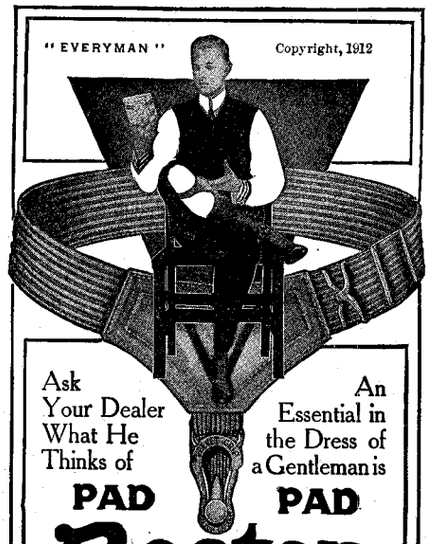

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His Thought.—SHE (after the quarrel)—"Leave my presence!"

HE (confused)—"Why—er—you've got them all!"—*Judge.*

It's Human.—Tell a man that there are 270,169,325,481 stars and he will believe you. But if a sign says Fresh Paint, he has to make a personal investigation.—*Cincinnati Enquirer.*

C. O. D.—"I feel that I have an important message for the world," declared the young man.

"Send it collect," advised the practical friend.—*Buffalo Express.*

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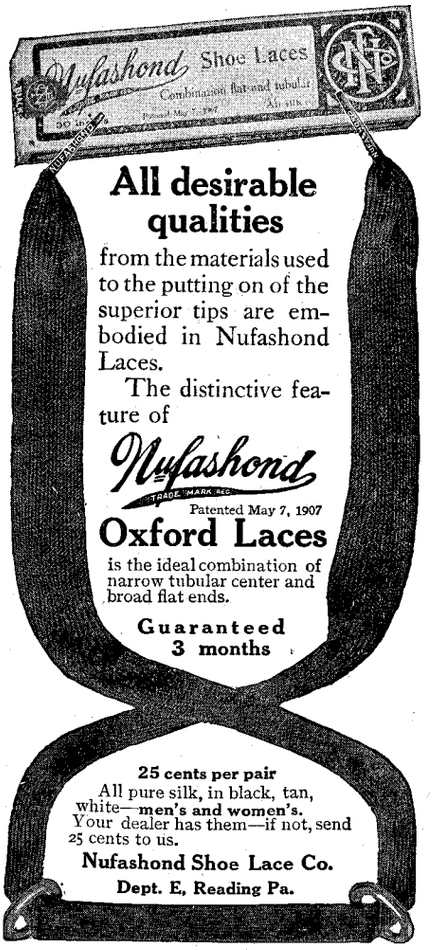
So *Punch* had it. The scene is now in Stuyvesant Square. A janitor is making small headway under the burden of a chiffonier, which he is carrying on his back. A boy on roller-skates goes by.

"Say, bonehead," he yells, "hire a room and then youse won't have to pack your clo'es aroun' wid youse!"—*New York Evening Post.*



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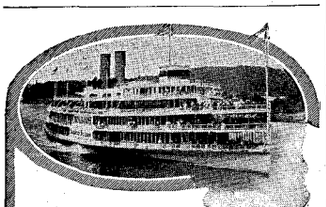

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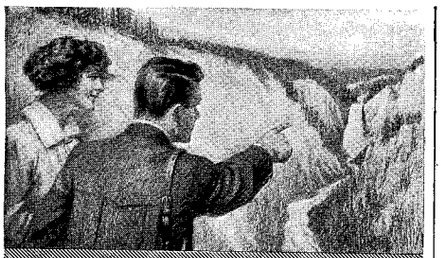

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CURRENT EVENTS

Foreign

May 30.—The peace treaty between the Balkan Allies and Turkey is signed.

The Spanish Cabinet, headed by Premier Romanones, resigns, following an attack by former Premier Maura.

June 1.—Count de Romanones resumes the premiership at the request of King Alfonso.

The Pope celebrates his seventy-eighth birthday.

June 2.—Japan announces that it favors the Bryan peace plan, which is already endorsed by ten nations.

Alfred Austin, Poet Laureate of England, dies.

June 4.—Following the announcement that he and his cabinet had resigned, Premier von Lukacs is wounded by a saber in a riot in the Hungarian Parliament.

Japan again asks that the California Alien Land Ownership Law be not enforced.

Domestic

WASHINGTON

May 29.—Superintendent Sylvester and the Washington police are absolved by the Senate of blame for disorders during the suffrage parade on March 3.

Reports show that American exports increased $217,165,302 in the past ten months.

May 31.—In compliance with a request of President Wilson, the Senate decides to make a sweeping investigation of the alleged lobby in Washington.

Secretary of State Bryan and Ambassador Spring-Rice sign a renewal of the five-year general arbitration treaty between the United States and Great Britain.

The President, in a letter to Senator Tillman, of South Carolina, urges early action on the proposed currency legislation.

June 3.—Richard L. Metcalfe, editor of *The Commoner*, is appointed Civil Governor of the Panama Canal Zone.

Attorney-General McReynolds says the dissolution decree in the Tobacco Trust case has proved to be a failure, and recommends a special graduated tax as a remedy for monopoly evils.

GENERAL

May 29.—The New York City Board of Health issues an order which prohibits the use of the Friedmann tuberculosis serum without special permits.

Governor Fielder, of New Jersey, signs a compromise jury-reform bill.

May 31.—The Roosevelt libel suit at Marquette is ended with a nominal verdict for the plaintiff after George A. Newett, the defendant, apologizes and retracts.

Negotiations for a foreign loan of $100,000,000 to Mexico are concluded in New York.

June 2.—The Curran Aldermanic Committee, which recently investigated vice conditions in New York City, recommends the dismissal of Police Commissioner Rhinelander Waldo, on the ground of inefficiency.

Ex-United States Senator Thomas W. Palmer, of Michigan, dies at Detroit.

June 3.—Ex-Congressman Victor Berger, Eugene V. Debs, and Adolph Germer, representing the Socialist party, exonerate Governor Hatfield of blame for conditions resulting from the strike in the West Virginia coal fields, and criticize ex-Governor Glasscock.

Police Commissioner Waldo, of New York, denies the charges made by the Curran Committee.

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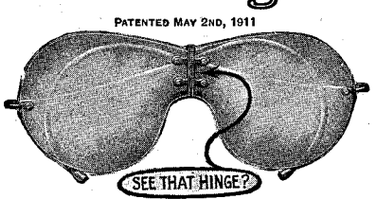

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